

County Commissioners Highways Records Book 20



THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the eighth day of said month and from time to time to the eighteenth day of June, in the year of our Lord one thousand nine hundred and thirty.

Present:

John G. Maxfield, Esquire, Chairman	} County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

To the Honorable Board of County Commissioners of Hampden County:

Respectfully represent your petitioners, being inhabitants of the County of Hampden, that public necessity and convenience require the layout, relocation and alteration of a highway locally known as Westfield Street, in the town of WEST SPRINGFIELD, in said County, described as follows:-

West Spfld. inhabitants of the Town of Petrs. for layout, relocation or alteration of Westfield Street in the Town of West Spfld. in two sections.

25

Plan in Book 9
Pages 13-17 Inclu.

Section 1

Beginning at about sta 56+0, which is about 200 ft easterly from Tatham Bridge, so-called, and extending in a general easterly direction for 4260 ft more or less to about sta 98+60, which is near the westerly line of Rogers Ave.

Section 2

Beginning at about sta 120+38, which is about 205 ft easterly from the east line of Lancaster Ave., and extending in a general easterly direction for 1243 ft more or less, to sta 132+81.47, which is the beginning of the 1896 State Highway layout.

Wherefore, your petitioners pray that you will, after due notice, view and hearing, as soon as may be, proceed to layout, relocate, or alter such highway or such portions thereof as may be deemed necessary and proper.

Dated this 16th day of January A. D. 1930.

Herman C. Walker
Charles O. Palmer
Arthur W. Lamson
Emory S. Bingham
Harry R. Babb
Theodore M. Beach
Raymond M. Sweeney
Myron L. Brown

The foregoing petition was entered on the 30th day of January 1930, and due proceedings having been had thereon, on the 18th day of April 1930, said Commissioners file the following Relocation Report, to wit:

April meeting 1930

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 18, 1930

On the petition of Herman C. Walker and others, inhabitants of the Town of West Springfield for layout, relocation or alteration of Westfield Street in the Town of West Springfield, in two sections, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twelfth day of March A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, relocate and alter said highway in the manner following:

The layout is located on the State highway on Westfield Street, so called, and begins at a point about 140 feet easterly of the easterly location line of the Boston and Albany Railroad, extending thence easterly in two sections for about a mile to a point about 70 feet westerly of Woodmont Street, so called.

Section No. 1

This consists in part of widening and in part of re-establishing the existing county layout.

The base line begins at a point shown on plan as station 56+06.29, and extends thence southeasterly to easterly by a curve of 1000.00 feet radius for a distance of 213.52 feet; thence south 83° 14' 10" east for a distance of 589.74 feet; thence south 81° 34' 10" east for a distance of 1067.27 feet; thence south 75° 14' 30" east for a distance of 258.91 feet; thence south 73° 20' 25" east for a distance of 279.19 feet; thence south 74° 42' 35" east for a distance of 350.52 feet; thence south 83° 35' 35" east for a distance of 775.12 feet; thence by a curve to the left of 1397.80 feet radius for a distance of 249.34 feet; thence north 86° 11' 12" east for a distance of 275.33 feet; thence north 78° 31' 00" east for a distance of 194.63 feet to a point at the end of the section shown on plan as station 98+59.86.

The northerly location line begins at the point of ending of the northerly location line of the State highway as laid out December 17, 1929, said point bearing north 6° 02' 55" east and being 25.00 feet distant from station 59+50.43 of the above described base line and extends thence, leaving said State highway location line, north 6° 02' 55" east for a distance of 5.00 feet to a point bearing north 6° 02' 55" east and 30.00 feet distant from said station 59+50.43; thence south 83° 14' 10" east for a distance of 379.94 feet to a point bearing north 6° 45' 50" east and 30.00 feet distant from station 63+30.00; thence south 82° 27' 38" east for a distance of 1151.20 feet to a point bearing north 12° 42' 17" east and 45.70 feet distant from station 74+76.82; thence south 75° 22' 29" east for a distance of 367.14 feet to a point bearing north 15° 45' 52" east and 50.04 feet distant from station 78+41.50; thence south 73° 05' 48" east for a distance of 215.12 feet

to a point bearing north $56^{\circ} 27' 25''$ east and 63.93 feet distant from station 80+14.92; thence south $75^{\circ} 36' 53''$ east for a distance of 250.09 feet to a point bearing north $32^{\circ} 58' 35''$ west and 78.23 feet distant from station 83+65.44; thence south $78^{\circ} 13' 52''$ east for a distance of 93.50 feet to a point bearing north $46^{\circ} 26' 09''$ east and 67.56 feet from said station 83+65.44; thence south $82^{\circ} 32' 13''$ east for a distance of 221.00 feet to a point bearing north $6^{\circ} 56' 06''$ east and 47.66 feet distant from station 86+29.41; thence parallel to the above-described base line and 47.66 feet distant therefrom to a point bearing north $6^{\circ} 24' 25''$ east and 47.66 feet distant from station 89+88.56; thence by a curve to the left of 1200.00 feet radius for a distance of 214.81 feet to a point bearing north $49^{\circ} 06' 15''$ east and 90.93 feet distant from station 91+40.56; thence north $86^{\circ} 09' 02''$ east for a distance of 636.77 feet to a point at the end of the section on an existing county bound bearing north $11^{\circ} 29' 00''$ west and 51.90 feet distant from the point of ending of the above-described base line shown on plan as station 98+59.86.

The southerly location line begins at a point on the southerly location line of the aforesaid 1929 State highway layout bearing south $18^{\circ} 59' 53''$ west and 57.89 feet distant from the point of beginning of the above-described base line shown on plan as station 56+06.29; thence leaving said State highway location line and extending south $83^{\circ} 05' 10''$ east for a distance of 813.92 feet to a point bearing south $6^{\circ} 45' 50''$ west and 36.00 feet distant from station 64+09.55; thence south $78^{\circ} 46' 25''$ east for a distance of 389.87 feet to a point bearing south $8^{\circ} 25' 50''$ west and 55.00 feet distant from station 68; thence south $84^{\circ} 45' 38''$ east for a distance of 248.79 feet to a point bearing south $8^{\circ} 25' 50''$ west and 41.15 feet distant from station 70+48.40; thence south $82^{\circ} 27' 38''$ east for a distance of 347.10 feet to a point bearing south $8^{\circ} 25' 50''$ west and 35.75 feet distant from station 73+95.46; thence south $75^{\circ} 22' 29''$ east for a distance of 440.85 feet to a point bearing south $15^{\circ} 45' 52''$ west and 39.98 feet distant from station 78+41.50; thence south $73^{\circ} 05' 48''$ east for a distance of 215.31 feet to a point bearing south $29^{\circ} 27' 34''$ east and 58.99 feet distant from station 80+14.92; thence south $75^{\circ} 36' 53''$ east for a distance of 254.12 feet to a point bearing south $70^{\circ} 41' 20''$ west and 66.70 feet distant from station 83+65.44; thence south $78^{\circ} 13' 52''$ east for a distance of 98.94 feet to a point bearing south $38^{\circ} 45' 26''$ east and 54.17 feet distant from said station 83+65.44; thence south $82^{\circ} 32' 13''$ east for a distance of 225.21 feet to a point bearing south $6^{\circ} 56' 06''$ west and 42.34 feet distant from station 86+29.41; thence parallel to the above-described base line and 42.34 feet distant therefrom to a point bearing south $46^{\circ} 57' 27''$ west and 55.73 feet distant from station 91+40.56; thence south $89^{\circ} 03' 38''$ east for a distance of 204.69 feet to a point bearing south $0^{\circ} 19' 08''$ east and 32.68 feet distant from station 93+04.64; thence north $86^{\circ} 09' 02''$ east for a distance of 364.34 feet to a point at the end of the section on an existing county bound bearing south $7^{\circ} 17' 45''$ east and 29.85 feet distant from station 96+65.23 of the above-described base line.

Section No. 2.

This is located about 0.4 of mile easterly of the easterly end of Section No. 1 and consists of re-establishing the existing county layout.

The base line begins at a point shown on plan as station 120+30.80 and extends thence north $80^{\circ} 31' 35''$ east for a distance of 531.00 feet; thence by a curve to the right of 2102.05 feet radius for a distance of 319.28 feet; thence north $89^{\circ} 13' 45''$ east for a distance of 400.39 feet to a point at the end of the section and layout shown on plan as station 132+81.47.

The northerly location line begins on an existing county bound bearing north $2^{\circ} 38' 55''$ west and being 63.71 feet distant from the point of beginning of the above-described base line shown on plan as station 120+30.80 and extends thence north $81^{\circ} 19' 29''$ east for a distance of 639.15 feet to a point bearing north $4^{\circ} 37' 04''$ west and 57.48 feet distant from station 126+72.65; thence north $85^{\circ} 45' 05''$ east for a distance of 574.01 feet to another existing county bound bearing north $26^{\circ} 28' 15''$ west and 90.83 feet from the point of ending of the above-described base line shown on plan as station 132+81.47; thence following the existing county layout, as determined by the bounds as located, north $89^{\circ} 59' 18''$ east for a distance of 39.65 feet to a point at the end of the section and layout on the westerly end of the 1896 State highway layout bearing north $0^{\circ} 35' 30''$ west and 81.32 feet distant from said station 132+81.47.

The southerly location line begins on an existing county bound bearing south $18^{\circ} 57' 25''$ east and 37.34 feet distant from the point of beginning of the above-described base line shown on plan as station 120+30.80; and extends thence, following the existing county layout as determined by the bounds as located, north $81^{\circ} 19' 29''$ east for a distance of 632.08 feet to a point bearing south $4^{\circ} 37' 04''$ east and 42.87 feet distant from station 126+72.65; thence north $89^{\circ} 26' 22''$ east for a distance of 605.57 feet to a point at the end of the section and layout on the westerly end of the 1896 State highway layout bearing south $0^{\circ} 43' 30''$ east and 55.32 feet distant from the point of ending of the above-described base line shown on plan as station 132+81.47.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From EMMA AND FRANK HAWKES. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 56+06.29 and 57+63 $\frac{1}{2}$ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 166 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 167 feet; easterly by the westerly location line of Gaskill Avenue, so-called for about 4.5 feet; containing about 375 sq. ft.

Parcel No. 2. From IRENE STATHACODOULOS. A parcel of land on the southerly side of Westfield Street, so-called, between stations 58+12+ and 58+98+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 85 feet; westerly by the easterly location line of Gaskill Avenue, so-called, for about 5.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 85 feet; easterly by the westerly boundary of land of Alfred D'Ambrozio for about 8.5 feet; containing about 595 sq. ft.

Parcel No. 3. From ALFRED D'AMBROZIO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 58+98+ and 59+38+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 40 feet; westerly by the easterly boundary of land of Irene Stathacodoulos for about 8.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 40 feet; easterly by the westerly boundary of land of Edwin and Winnifred Roberts for about 9.5 feet; containing about 360 sq. ft.

Parcel No. 4. From EDWIN AND WINNIFRED ROBERTS. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 59+38+ and 60+18+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 80 feet; westerly by the easterly boundary of land of Alfred D'Ambrozio for about 9.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 81 feet; easterly by the westerly boundary of land of Demetrius Papageorge for about 10 feet; containing about 780 sq. ft.

Parcel No. 5. From DEMETRIUS PAPAGEORGE. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 60+18+ and 60+98+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 80 feet; westerly by the easterly boundary of land of Edwin and Winnifred Roberts for about 10 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 80 feet; easterly by the westerly boundary of land of Ethel S. Osterhoudt for about 10.5 ft. containing about 820 sq. ft.

Parcel No. 6. From ETHEL S. OSTERHOUDT. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 60+98+ and 61+58+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 60 feet; westerly by the easterly boundary of land of Demetrius Papageorge for about 10.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 60 feet; easterly by the westerly boundary of land of Nelson Bliss for about 10.5 ft; containing about 630 sq. ft.

Parcel No. 7. From NELSON BLISS. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 61+58+ and 62+24+ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 66 feet; westerly by the easterly boundary of land of Ethel S. Osterhoudt for about 10.5 feet; northerly by the south-

erly location line of the 1905 State Highway Layout for about 66 feet; easterly by the westerly boundary of land of Rocco Germano for about 11 feet; containing about 710 sq. ft.

Parcel No. 8. From ROCCO GERMANO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 62+24₊ and 63+54₊ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 130 feet; westerly by the easterly boundary of land of Nelson Bliss for about 11 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 130 feet; easterly by the westerly boundary of land of Ciro Delnegro for about 11.5 feet; containing about 1465 sq. ft.

Parcel No. 9. From CIRO DELNEGRO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 63+54₊ and 64+47₊ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 93 feet; westerly by the easterly boundary of land of Rocco Germano for about 11.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 92 feet; easterly by the westerly location line of Hathorn Ave., so-called, for about 13.5 feet; containing about 1115 sq. ft.

Parcel No. 10. From VENANZIO MAYO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 64+88₊ and 65+69₊, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 81.5 feet; westerly by the easterly location line of Hathorn Ave., so-called, for about 15.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 81 feet; easterly by the westerly boundary of land of Giuseppe Papasdero for about 19.5 feet; containing about 1420 sq. ft.

Parcel No. 11. From GIUSEPPE PAPASDERO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 65+69₊ and 66+89₊, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 120.5 feet; westerly by the easterly boundary of land of Venanzio Mayo for about 19.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 120 feet; easterly by the westerly boundary of land of James Strait for about 24.5 feet; containing about 2640 sq. ft.

Parcel No. 12. From JAMES STRAIT. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 66+89₊ and 68+09₊, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 121 feet; westerly by the easterly boundary of land of Giuseppe Papasdero for about 24.5 ft; northerly by the southerly location line of the 1905 State Highway Layout for about 120 feet; easterly by the westerly boundary of land of Jacob W. Wilbur Co., Inc., for about 29.5 feet; containing about 3300 sq. ft.

Parcel No. 13. From JACOB W. WILBUR CO., INC. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 68+09₊ and 68+49₊, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 40 feet; westerly by the easterly boundary of land of James Strait for about 29.5 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 40 feet; easterly by the westerly boundary of land of Nicantos Cocinos for about 27 feet; containing about 1130 sq. ft.

Parcel No. 14. From NICANTOS COCINOS. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 68+49₊ and 68+89₊ bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 40 feet; westerly by the easterly boundary of land of Jacob W. Wilbur Co., Inc., for about 27 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 40 feet; easterly by the westerly boundary of land of Joseph and Theresa DiLorenzo for about 25 feet; containing about 1040 sq. ft.

Parcel No. 15. From JOSEPH AND THERESA DILORENZO. A parcel of land on the southerly side of Westfield Street, so-called, between Stations 68+89₊ and 69+69₊, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 80 feet; westerly by the easterly boundary of land of Nicantos Cocinos for about 25 feet; northerly by the southerly location line of the 1905 State Highway Layout for about 80 feet; easterly by the westerly boundary of land of Antonio and Bittoria Difucci for about 20.5 feet; containing about 1820 sq. ft.

Parcel No. 16. From ANTONIO AND BITTORIA DIFUCCI. A parcel of land on the southerly side of Westfield Street, so-called between Stations 69+69₊ and 70+48.40, bounded as follows: Southerly by the southerly location line of the 1930 County Layout for about 80 feet; westerly by the easterly boundary of land of Joseph and Theresa DiLorenzo for about 20.5 ft; northerly by the southerly location line of the 1905 State Highway Layout for about 80 feet; easterly by the easterly end of taking for about 16 feet; containing about 1460 sq. ft.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of West Springfield, Hampden County, Laid Out by the County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

April meeting 1930

TO:-

Emma and Frank Hawkes	\$1.00
Irene Stathacodoulos	1.00
Alfred D'Ambrozio	1.00
Edwin and Winnifred Roberts	1.00
Demetrius Papageorge	1.00
Ethel S. Osterhoudt	1.00
Nelson Bliss	1.00
Rocco Germano	1.00
Ciro Delnegro	1.00
Venanzio Mayo	1.00
Giuseppe Papasdero	1.00
James Strait	1.00
Jacob W. Wilbur Co., Inc.	1.00
Nicantos Cocinos	1.00
Joseph and Theresa Dilorenzo	1.00
Antonio and Bittoria Difucci	1.00

All land, grade, drainage and other legal damages shall be paid by the Town of West Springfield.

John G. Maxfield)
County
Commissioners
Edward J. Stapleton) of the County
of Hampden.

HAMPDEN, ss.

County Commissioners' Meeting

April 18, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Orders

April 9, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$21,605. to E.J. PINNEY, INC., on acct. of Springfield District Court House contract.

Ordered, County Treasurer authorized and directed to pay sum of \$615. to SOLAND & JOHNSON on acct. of plumbing contract of Springfield District Court House.

Ordered, County Treasurer authorized and directed to pay sum of \$680. to INTERSTATE ELECTRIC CONSTRUCTION CORPORATION on acct. of electrical contract of Springfield District Court House.

Order to arrest

Order to arrest Hector Baillargeon of Holyoke, holder of permit to be at liberty.

Released from Training School

Released from Hampden County Training School on parole, DAVID KEEFE.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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County Tax

May 7, 1930

Apportionment of County Tax for the year 1930.

Agawam	\$14059.89
Blandford	1660.61
Brimfield	2314.15
Chester	2656.98
Chicopee	88123.42
East Longmeadow	5756.80
Granville	1217.78
Hampden	1107.07
Holland	332.12
Holyoke	178460.99
Longmeadow	14945.55
Ludlow	16274.04
Monson	6421.05
Montgomery	442.83
Palmer	19373.86
Russell	6974.59
Southwick	2989.11
Springfield	462758.70
Tolland	553.53
Wales	774.95
West Springfield	45058.07
Westfield	37308.52
Wilbraham	5535.39
	<u>\$915000.00</u>

Warrants issued May 7, 1930.

To be paid on or before November 1, 1930.

April 23, 1930	Voted, James L. Tighe, Hydraulic Engineer, of Holyoke, Mass., authorized and directed to employ Joseph E. Bowers as an Inspector at Cobble Mountain Dam during the construction of the core of the dam. at a salary of \$325. a month.	April meeting 1930 Voted to Employ Joseph E. Bowers
April 30, 1930	Voted to increase salaries of certain employees at the House of Correction.	Votes
	Voted to increase salaries of Roger F. Keleher, P.O., Katherine A. Carney, P.O.; Mildred Blodgett and Marion E. Allen, Clerical Assistants; in Springfield District Court.	
	Voted to increase salaries of Probation Officer and Clerical Assistant in Holyoke District Court.	
	Voted to increase salaries of certain clerks in the Registry of Deeds.	
	Voted to increase salaries of Mrs. Louise O. Smith and Mrs. Grace M. Gainley, Clerks in the Law Library.	
	Voted to increase salary of Clerk in County Commissioners office.	
	Voted to increase salaries of certain clerks in Clerk of Courts' Office.	
	Report of inspection of Jail and House of Correction by County Commissioners in accordance with G.L. Ch. 126 Sec. 1.	Report
May 1, 1930	Voted to award County of Hampden Bonds, Springfield District Court House Loan Act of 1929 for \$150,000. to R.L. Day & Co. of Boston at 100.399.	Voted to award bonds
May 7, 1930	Ordered, County Treasurer authorized and directed to pay \$17,170. to E.J. PINNEY, INC., on acct. of Spfld. District Court House contract.	Orders
	Ordered, County Treasurer authorized and directed to pay \$220.00 to SOLAND & JOHNSON on acct. of plumbing contract of Springfield District Court House.	
	Ordered, County Treasurer authorized and directed to pay \$1,020. to INTERSTATE ELECTRIC CONSTRUCTION CORPORATION on acct. of electrical contract of Spfld. District Court House.	
	Apportionment of County Tax for the year 1930.	County Tax
	Order to arrest James J. Brennan of Springfield, holder of permit to be at liberty.	Order to arrest
	Ordered, that the order to arrest James J. Brennan of Springfield, issued May 7, 1930, is revoked.	Order to arrest revoked
	Report from James L. Tighe, Engr. on Cobble Mountain Dam.	Report on Cobble Mountain Dam.
AGREEMENT entered into by and between City of Springfield and County of Hampden, the City to supply the District Court Building on Pyncheon St and Broadway with steam for heating purposes to and including May 31, 1935. (Filed in County Treasurer's Office.)		AGREEMENT

April meeting 1930.

May 6, 1930

The Hon. the Board of County Commissioners
Springfield, Mass.

John G. Maxfield, Chairman

Dear Sir:

I beg to report that the building of the core of the Cobble Mountain Dam by sluicing the earth material into place was resumed on Friday last the first of the month. The work, however, has been carried on rather intermittently as yet inasmuch as it takes some time to get the equipment, such as the pumps and pipe lines, to function properly. Within a few days, however, it is expected the equipment will be all in tune so that the sluicing work may be continuous.

For the sake of clearness the cross-section of the dam has been classified as the core, the upper and lower shoulders which flank the core and the upper and lower rock-fill toes. The shoulders, because of being on the outskirts of the pool in which the core is built, are called, during construction, the beaches and are always carried at an elevation higher than the core.

As the construction work stands now the core is built to elevation 767 or about 37 feet above the natural bed of the stream, the beaches to elevation 778, the upstream toe to elevation 840 and the downstream toe, for a roadway width or thereabouts, to elevation 810. When finished the elevation of the top of the dam will be 965.

The cutoff concrete wall being laid on the North side of the valley slope is to elevation 870 and on the South side to elevation 852. The excavation of the spillway is practically completed with only about 8000 yards more to excavate.

Respectfully submitted,

James L. Tighe

Temporarily at
liberty

May 21, 1930

Ordered, that Thomas J. Deveno be temporarily at liberty until further order of the County Commissioners.

Order

Ordered, County Treasurer authorized and directed to pay sum of \$3,675.91 to Town of Agawam on acct. of County's proportion of cost of work done on Silver St. Case No. 57-1929.

Report on Cobble
Mountain Dam.

Report from James L. Tighe, Engr. on Cobble Mountain Dam.

May 20, 1930

The Hon. the Board of County Commissioners,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

The material sluiced into place to date in the Cobble Mountain Dam since the work was resumed a few weeks ago is 25,000 cubic yards or thereabouts.

The excavation of the spillway is being continued and is within 5,000 cubic yards of completion.

The work of the rock fill toes and the concrete cut-off core wall is being carried on and is well ahead of the core construction.

Respectfully submitted,

James L. Tighe.

May 26, 1930

Ordered, that the way opened for public use extending from Page Boulevard to Paramount Street be changed from Weymouth Street to Carlos Street.

Orders

Ordered, County Treasurer authorized and directed to pay \$5,065.22 to the City of Holyoke on acct. of County's proportion of cost of work done on Westfield Road in Holyoke. Case No. 53-1929.

June 4, 1930

Report from James L. Tighe, Engr. on Cobble Mtn. Dam

Report on Cobble Mountain Dam.

June 3, 1930.

The Hon. the Board of County Commissioners,
Springfield, Massachusetts.

John G. Maxfield, Chairman.

Dear Sir:

I beg to report that the work on Cobble Mountain Dam, which was discontinued on May 21st, last, has not been resumed as yet.

Respectfully submitted,

James L. Tighe

June 4, 1930

Ordered, County Treasurer authorized and directed to pay to Treasurer of Trustees for County Aid to Agriculture of Hampden County, \$36,000. in three payments \$9,000.00, \$9,000.00 and \$18,000.00 being County's appropriation for 1930.

Orders

Ordered, County Treasurer authorized and directed to pay \$636.37 to Town of Agawam on acct. of County's proportion of cost of work done on Silver Street in the Town of Agawam. Case No. 57-1929.

June 6, 1930

County Treasurer, authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation the sum of \$8,679.00 in two payments, \$4,000. and \$4,679.

June 11, 1930

Ordered, County Treasurer, authorized and directed to pay sum of \$16,796. to E.J. PINNEY, INC. on acct. of Spfld. District Court House contract.

Ordered, County Treasurer, authorized and directed to pay sum of \$935. to Interstate Electric Construction Corp. on acct. of electrical contract of the Spfld. District Court House.

Ordered, County Treasurer authorized and directed to pay sum of \$4,163.30 to J. J. Cotter Company on acct. of heating and ventilating system contract of Spfld. District Court House.

Bill of Richard D. Kimball Co., Boston, in connection with heating system, Springfield District Court Bldg. in the amt. of \$99.92 approved by County Commissioners for payment.

June 18, 1930

Ordered, that the order to arrest Hector Baillargeon of Holyoke, issued April 9, 1930, is hereby revoked.

Order to arrest revoked.

April meeting 1930

Votes

June 18, 1930

Voted, to award contract for furnishing bituminous coal for the Jail and House of Correction to the Spfld. Coal Company.

Voted, to award contract for furnishing anthracite coal for the Jail and House of Correction and Training School, to the City Coal Company.

Damages Done
by Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

June 18, 1930

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:- _____ Clerk.

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-fourth day of said month and from time to time to the third day of October, in the year of our Lord one thousand nine hundred and thirty.

Present,

John G. Maxfield, Esquire, Chairman	} County } Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent that undersigned, Selectmen of the Town of Holland, in said County, that common convenience and necessity require a relocation, alterations and that specific repairs be made by grading, resurfacing and hardening or otherwise repaired as may be necessary, on the Brimfield Road, an existing highway in said Town which lies between Holland and Brimfield.

Holland, Selectmen of the Town of Petrs. for relocation, alterations and specific repairs on Brimfield Road which lies between Holland and Brimfield, and for aid.

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Plans in Book 9,
Pages 34 & 35.

WHEREFORE, your petitioners pray that your Honorable Board may determine the relocation and alterations and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the Town and State.

Dated this twelveth day of March 1929.

John H. Trepania	} Selectmen of Holland
James A. Roberts	
Edwin M. Hall	

The foregoing petition was entered on the 15th day of March 1929, and due proceedings having been had thereon, the following Interlocutory Decree was filed on the 27th day of November 1929, and Relocation Report on the 27th day of August 1930, to wit:

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 27, 1929

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Brimfield Road which lies between Holland and Brimfield, and for aid.

It appearing that all persons and corporation interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1929, view said highway and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon, and do now order specific repairs on said highway leading from Holland to Brimfield, and being locally known as the Brimfield Road, to grade, surface with gravel and otherwise improve about 2,200 feet, the work to begin at the end of the section of said road improved in 1928, station 76+50,

June meeting 1930

and extend in a southerly direction to station 104, omitting the section of road between stations 95 and 100+50, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed THREE THOUSAND THREE HUNDRED DOLLARS (\$3,300.) towards the repairing of this highway, the same to be paid in accordance with the agreement between the Town of Holland and the Department of Public Works, on file, payment to be made on certificate of the Department of Public Works as the work progresses.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Holland.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
) of the County
) of Hampden

RELOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting August 27, 1930

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Brimfield Road which lies between Holland and Brimfield, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, 1929, view said highway, and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout begins at a point on the Brimfield Road, so called, about 600 feet northerly from a road running easterly through the property of J. F. Hubbard (correct name Hebbard), now or formerly, and extends in a southerly direction by the existing road and a new location for about 2/5 of a mile to a point on said Brimfield Road about 40 feet southerly of the southerly boundary of the above-mentioned Hubbard property, being more fully described as follows:

The base line of location begins at a point on the Brimfield Road about 600 feet northerly from the aforesaid road through the property of J. F. Hubbard (correct name Hebbard), now or formerly, being shown on plan as station 37+00, and extends thence southerly by a curve to the left of 2400.00 feet radius for a distance of 103.38 feet; thence south 23° 38' 55" east for a distance of 354.36 feet; thence by a curve to the right of 425.28 feet radius for a distance of 233.74 feet; thence south 7° 50' 35" west for a distance of 333.59 feet; thence by a curve to the right of 800.51 feet radius for a distance of 204.86 feet; thence

by another curve to the right of 1526.80 feet radius for a distance of 284.30 feet; thence south $33^{\circ} 10' 15''$ west for a distance of 101.54 feet; thence by a curve to the right of 800.38 feet radius for a distance of 241.50 feet; thence south $50^{\circ} 27' 30''$ west for a distance of 227.37 feet; thence by a curve to the left of 399.98 feet radius for a distance of 165.46 feet to a point at the end of the layout, on the Brimfield Road, about 40 feet southerly of the aforesaid southerly boundary of the Hubbard property shown on plan as station 59+50.00. Length of layout equals 2250.00 feet.

The easterly line of location begins at a point bearing north $68^{\circ} 49' 10''$ east and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 37+00, and extends thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north $64^{\circ} 17' 09''$ east and 30.02 feet distant from station 41+57.74 of the base line; thence by a curve to the right of 630.00 feet radius for a distance of 429.80 feet to a point bearing south $74^{\circ} 33' 37''$ east and 50.08 feet distant from station 45+58.49; thence south $15^{\circ} 26' 23''$ west for a distance of 260.99 feet to a point bearing south $74^{\circ} 33' 37''$ east and 21.08 feet distant from station 48+21.25; thence by a curve to the right of 1070.00 feet radius for a distance of 269.66 feet to a point bearing south $60^{\circ} 07' 14''$ east and 20.94 feet distant from station 50+85.52; thence south $29^{\circ} 52' 46''$ west for a distance of 118.83 feet to a point bearing south $60^{\circ} 07' 14''$ east and 22.35 feet distant from station 52+04.39 of the base line; thence by a curve to the right of 830.00 feet radius for a distance of 273.60 feet to a point bearing south $41^{\circ} 14' 01''$ east and 8.77 feet distant from station 54+72.55; thence south $48^{\circ} 45' 59''$ west for a distance of 234.94 feet to a point bearing south $41^{\circ} 14' 01''$ east and 11.24 feet distant from station 57+07.63; thence by a curve to the left of 530.00 feet radius for a distance of 230.12 feet to a point bearing south $66^{\circ} 06' 38''$ east and 37.16 feet distant from the point of ending of the above-described base line shown on plan as station 59+50.00.

The westerly line of location begins at a point bearing south $68^{\circ} 49' 10''$ west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 37+00, and extends thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south $68^{\circ} 25' 01''$ west and 30.02 feet distant from station 41+57.74; thence by a curve to the right of 570.00 feet radius for a distance of 388.87 feet to a point bearing north $74^{\circ} 33' 37''$ west and 9.92 feet distant from station 45+58.49 of the base line; thence south $15^{\circ} 26' 23''$ west for a distance of 260.99 feet to a point bearing north $74^{\circ} 33' 37''$ west and 38.92 feet distant from station 48+21.25; thence by a curve to the right of 1010.00 feet radius for a distance of 254.54 feet to a point bearing north $60^{\circ} 07' 14''$ west and 39.06 feet distant from station 50+85.52; thence south $29^{\circ} 52' 46''$ west for a distance of 118.83 feet to a point bearing north $60^{\circ} 07' 14''$ west and 37.65 feet distant from station 52+04.39 of the base line; thence by a curve to the right of 770.00 feet radius for a distance of 253.82

feet to a point bearing north $41^{\circ} 14' 01''$ west and 51.23 feet distant from station 54+72.55; thence south $48^{\circ} 45' 59''$ west for a distance of 234.94 feet to a point bearing north $41^{\circ} 14' 01''$ east and 48.76 feet distant from station 57+07.63; thence by a curve to the left of 590.00 feet radius for a distance of 256.17 feet to a point at the end of the layout bearing north $66^{\circ} 06' 38''$ west and 22.84 feet distant from the point of ending of the above-described base line shown on plan as station 59+50.00.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1 From ORDWAY, now or formerly. A parcel of land on the easterly side of Brimfield Road, so-called, between Stations 37+00 and 37+31 $\frac{1}{2}$, bounded as follows: Easterly by the easterly location line of the 1930 County layout for about 22 feet; southeasterly by the northwesterly boundary of land of F. E. Flint for about 20 feet; westerly by the front property line as defined by a stone wall for about 31 feet; and northerly by the line defining the northerly end of the 1930 County layout for about 17 feet; containing about 460 square feet.

Parcel No. 2. From ORDWAY, now or formerly. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 37+00 and 37+37 $\frac{1}{2}$, bounded as follows: Westerly by the westerly location line of the 1930 County layout for about 37 feet; northerly by the line defining the northerly end of the 1930 County layout for about 7 feet; easterly by the front property line as defined by a stone wall for about 37 feet; and southerly by the northerly boundary of land of J. F. Hebbard for about 7 feet; containing about 260 square feet.

Parcel No. 3. From F. E. FLINT, now or formerly. A parcel of land on the northeasterly side of Brimfield Road, so-called, between stations 37+22 $\frac{1}{2}$ and 42+77 $\frac{1}{2}$, bounded as follows: Northeasterly by the northeasterly location line of the 1930 County layout for about 564 feet; southerly by the northerly side of a road running easterly through the property of F. E. Flint for about 40 feet; southwesterly by the front property line, in part as evidenced by a stone wall and in part as assumed, for a total distance of about 532 feet; and northwesterly by the southeasterly boundary of land of Ordway for about 20 feet, containing about 19,350 square feet.

Parcel No. 4. From J. F. HEBBARD, now or formerly. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 37+37 $\frac{1}{2}$ and 38+03 $\frac{1}{2}$, bounded as follows: Westerly by the westerly location line of the 1930 County layout for about 65 feet; northerly by the southerly boundary of land of Ordway for about 7 feet; and easterly by the front property line as evidenced by a fence for about 66 feet; containing about 280 square feet.

Parcel No. 5. From F. E. FLINT, now or formerly. A parcel of land comprising in part the entire width of a cut-off or new location for a portion of the Brimfield Road, so-called, and in part lying on the southeasterly side of said road as at present located, all being located between Stations 43+19 $\frac{1}{2}$ and 50+62 $\frac{1}{2}$, and being bounded as follows: Easterly and southeasterly by the easterly location line of the 1930 County layout for about 755 feet; southwesterly by the northeasterly boundary of land of Mrs. E. L. Field for about 61 feet; westerly and northwesterly in part by the westerly location line of said County layout and in part by the front property line on the present road, as partly evidenced by a stone wall, for a total distance of 739 feet; and northerly by the southerly side of a road running easterly through the property of said Flint for about 6 feet; containing about 40,750 square feet.

Parcel No. 6. From MRS. E. L. FIELD, now or formerly. A parcel of land comprising in part the entire width of a cut-off or new location for a portion of the Brimfield Road, so-called, and in part lying on the easterly side of said road as at present located, all being located between Stations 50+59 $\frac{1}{2}$ and 59+11 $\frac{1}{2}$, and being bounded as follows: Southeasterly by the easterly location line of the 1930 County layout for about 852 feet; southwesterly by the northeasterly boundary of land of the Springfield Girls Club for about 10 feet; northwesterly in part by the westerly location line of said layout and in part by the front property line on the present road, as evidenced by a stone wall, for a total distance of about 746 feet; northeasterly by the southwesterly boundary of land of F. E. Flint for about 61 feet; containing about 46,550 square feet.

Parcel No. 7. From THE SPRINGFIELD GIRLS CLUB, now or formerly. A parcel of land on the southeasterly side of the Brimfield Road, so-called, between Stations 59+09 $\frac{1}{2}$ and 59+50.00, bounded as follows: Southeasterly by the southeasterly location line of the 1930 County layout for about 35 feet; southwesterly by the southwesterly side of the taking for about 8 feet; northwesterly by the front property line, as assumed, for about 35 feet; and northeasterly by the southwesterly boundary of land of Mrs. E. L. Field for about 10 feet; containing about 315 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows: Plan of Road in the Town of Holland, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of layout out said highway, have

June meeting 1930

estimated the same as follows, to wit:

TO:-

Ordway	\$1.00
Ordway	1.00
F. E. Flint.	1.00
J. F. Hebbard	1.00
F. E. Flint.	1.00
Mrs. E. L. Field	1.00
The Springfield Girls Club	1.00

to be paid to them by the Town of Holland, when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

John G. Maxfield)	
Charles W. Bray	)	County
Edward J. Stapleton	)	Commissioners
	)	of the County
	)	of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

August 27, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Longmeadow, Selectmen of Petrs. for relocation, alteration and specific repairs on Field Road which extends westerly from Longmeadow Street to the end thereof, and for aid.

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Plans in Book 9,
Pages 24-28 Inclusive

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned the selectmen of the Town of Longmeadow in said County, that common convenience and necessity require the re-location, establishment of grade, alterations and specific repairs in a certain highway located in said Town of Longmeadow, known as Field Road, extending Westerly from Longmeadow Street to the end thereof; that alterations be made in its course and width, that the said highway be specifically repaired by a grading, re-surfacing or hardening, or otherwise repaired as may be necessary; that the County of Hampden will be greatly benefited by such re-location and repairs if the same are made.

WHEREFORE your petitioners pray that your Honorable Board may make such re-location and alteration, and may determine and specify such repairs and order them to be made, and that said County of Hampden may contribute towards the expense of said repairs.

Dated: Longmeadow, Mass. January 27th, 1930

Edwin S. Munson	)	Board of
Frank B. Allen	)	Selectmen
Charles H. Bump	)	of the
	)	Town of
	)	Longmeadow

The foregoing petition was entered on the 10th day of February 1930, and due proceedings having been had thereon, on the 2nd day of July 1930, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting July 2, 1930

On the petition of the Selectmen of Longmeadow praying for a highway, known as Field Road, to be relocated, altered and specific repairs made thereon, in Longmeadow, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of April A. D. 1930, view said highway, and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be relocated and altered. And at the time of said view no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

Beginning at a point in the center line of the location of the New York, New Haven and Hartford Railroad, formerly the Hartford and Springfield Railroad, and in that course described in the Hampden County records as bearing North 17 degrees East, this point being 634.31 feet southerly, measured along the center of said location, from a stone marking the northerly end of the course just mentioned. Thence easterly at right angles to the center line of the Railroad location, 57.75 feet to the easterly line of the Railroad property. The description of Field Road as relocated begins at this last mentioned point.

Thence South 73 degrees East 50.94 feet to the beginning of a curve to the right. Thence curving to the right, radius 70. feet, distance along arc 90.50 feet to the end of the curve. Thence South 1 degree 04 minutes 20 seconds West, 407.59 feet to the beginning of a curve. Thence curving to the left, radius 205.75 feet, a distance of 228.29 feet to the end of the curve. Thence by another curve to the left, radius 159.58 feet, a distance of 169.90 feet to the end of the curve. Thence North 56 degrees 30 minutes East 549.80 feet. Thence South 87 degrees 46 minutes 45 seconds East 882.50 feet. Thence South 72 degrees 25 minutes 15 seconds East 606.21 feet to a concrete bound at Longmeadow Street. The course last mentioned is parallel with and 60. feet distant at right angles from the Northerly line of Field Road as laid out by the County in 1875 and recorded in Book 9 Pg. 144 of the Hampden County Records. The bounds of that part of the Northerly line of Field Road referred to above still exist.

The above is a description of the Westerly and Southerly side of Field Road as relocated, being also the right hand side. The left side of the highway is described as follows.

Beginning in the Easterly line of the property of the New York, New Haven and Hartford Railroad, at a point 60. feet Northerly of the side just described. Thence parallel with the first course of the opposite side, South 73 degrees East 144.74 feet to an angle. Thence South 4 degrees 49 minutes East 492.16 feet to the beginning of a curve. Thence curving to the left, radius 114.40 feet, a distance of 115.17 feet along the arc to the end of the curve. Thence by another curve to the left, radius 159.58 feet, a distance of 169.90 feet along the arc to the end of the curve.

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The last mentioned point is 60. feet distant at right angles from the opposite side of the highway. Thence North 56 degrees 30 minutes East 460.89 feet to an angle. Thence parallel with and 60. feet distant from the opposite side of the highway, South 87 degrees 46 minutes 45 seconds East, 724.95 feet to the beginning of a curve to the left. Thence by a curve to the left, radius 25. feet, a distance of 68.13 feet to the end of the location of the left hand side of the highway. The last mentioned course forms a connection with the Southerly line of a 60. foot street named Hillcrest Ave.

The layout above described is indicated on a plan prepared by Steele Brothers, Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows:

F I E L D R O A D

Longmeadow Mass.

As Relocated For The County Commissioners

Dec. 1927

By Steele Bros. Engrs.

Scale 1"=40'

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel #1 Property supposed to belong to Thomas H. Field of Ilion, New York and Caro W. Kershaw of Longmeadow, Mass., Heirs of Moses Field. Beginning at a stone bound in the easterly line of the right of way of the New York, New Haven and Hartford Railroad, in Longmeadow, Mass., 57.75 feet easterly, measuring at right angles, from the center line of the location of said Railroad, and from a point in said center line 574.31 feet southerly from a stone bound set in said center line of said location. Thence south 73 degrees and no minutes east, 144.74 feet to a stone set at an angle. Thence south 4 degrees and 49 minutes east, about 85.0 feet to a line drawn across the northerly end of old Field Road as located by the County in 1875. Thence westerly by the northerly end of old Field Road 40. feet to the westerly side of said location of 1875. Thence southerly by the westerly line of 1875 location of Field Road, 320.90 feet to an angle in said location. Thence by a slight deflection to the east, and following the old location just mentioned, about 206.0 feet in a southerly direction to an intersection with the relocated south westerly line of Field Road, layout of 1928. Thence in a north westerly direction by said relocated line of Field Road, by a curve of radius 205.75 feet, 101.01 feet to the end of the curve. Thence north 1 degree, 4 minutes and 20 seconds east, 407.59 feet to a stone set at the beginning of a curve to the left. Thence curving to the left, radius 70.00 feet, a distance of 90.50 feet to a stone set at the end of the curve. Thence north 73 degrees and no minutes west, 50.94 feet to a stone set in the easterly line of the railroad location mentioned above. Thence north 17 degrees and no minutes east, by the easterly side of the above mentioned right of way of the New York, New

Haven and Hartford Railroad, 60.00 feet to stone at beginning. Containing one half acre.

Parcel #3 Property supposed to belong to Thomas H. Field of Ilion, New York and Caro W. Kershaw of Longmeadow, Mass., Heirs of Moses Field. Beginning in the easterly line of Field Road as relocated by the County in 1928, at a point where the course "South 4 degrees and 49 minutes east" intersects the property line between land of F. A. Champlin and land of heirs of Moses Field. Thence southerly by last named, by the property line just mentioned, about 201.0 feet to an intersection with the easterly side line of old Field Road as located by the County in 1875. Thence northerly by said line of old Field Road about 150.0 feet to an angle in said line. Thence by a slight deflection to the right, follow- the last course of the 1875 layout of Field Road, and the easterly line thereof, 247.40 feet to an intersection with the relocated easterly line of Field Road. Thence by said relocated line, south 4 degrees and 49 minutes east, 199.10 feet to point of beginning, being nearly triangular in shape and containing 13 one hundredths of an acre.

Parcel #4 Property supposed to belong to F. A. Champlin. Beginning in the easterly line of Field Road as relocated by the County in 1928, at the point where the course "South 4 degrees and 49 minutes east" intersects the property line between land of F. A. Champlin and land of Heirs of Moses Field. Thence south 4 degrees and 49 minutes east, by said relocated line of Field Road, 138.36 feet to the beginning of a curve to the south east. Thence by a curve to the south east, radius 114.40 feet, by the relocated north easterly line of Field Road, 115.17 feet to the end of the curve. Thence continuing to the south east by another curve of radius 159.58 feet, 11.20 feet to an intersection with the north westerly line of old Field Road as located in 1875, by the County. Thence south westerly by last named line, 82.30 feet to an angle. Thence north westerly by the 1875 location of Field Road, and the north easterly side thereof, 42.2 feet to an angle. Thence northerly by the easterly line of old Field Road, 53.0 feet to an intersection with the property line mentioned above in this description. Thence by said property line, making a slight deflection to the right, about 201.0 feet northerly to point of beginning, containing one quarter acre.

Parcel #7 Property supposed to belong to F. A. Champlin. Beginning in the south easterly line of Field Road as relocated by the County in 1928, at a point where said line intersects the division line between land of Leo B. DeBlois and land of F. A. Champlin. Thence south 56 degrees and 30 minutes west, 139.43 feet to the beginning of a curve to the right, the distance being measured along the relocated line aforesaid. Thence by a curve to the right, radius 159.58 feet, a distance of 169.90 feet in a westerly direction, following the relocated southerly line of Field Road to the end of the curve. Thence continuing north westerly by a curve of radius 205.75 feet, a distance of 67.30 feet to a point in the south westerly line of old Field Road as located by the

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County in 1875, the point just mentioned being also in an old property line between land of F. A. Champlin and land of M. L. Angers. Thence south easterly by the 1875 location of Field Road, 55.0 feet to an angle. Thence north easterly by the south easterly line of Field Road, location of 1875, about 176.0 feet to an intersection with the curved line which forms the northerly boundary of the 1928 relocation of Field Road. Thence easterly by said northerly line, by a curve of radius 159.58 feet, a distance of 61.37 feet to another intersection where the curved northerly line of the 1928 relocation of Field Road crosses the south easterly line of old Field Road as located in 1875. Thence north easterly by said line of old Field Road, 87.0 feet to the division line mentioned previously in this description. Thence southerly by said division line, 49.68 feet to point of beginning, containing 45 one hundredths of an acre.

Parcel #8 Property supposed to belong to Leo B. DeBlois. Beginning in the division line between land of Leo B. DeBlois and land of F. A. Champlin at the intersection of said line with the south easterly line of Field Road as relocated by the County in 1928. Thence northerly by said division line 49.68 feet to the south easterly line of old Field Road as located by the County in 1875. Thence by last named line about 76.0 feet north easterly to an angle in said line. Thence deflecting to the left or north, 189.5 feet in a north easterly direction and following the above mentioned south easterly line of the 1875 location of Field Road to an intersection with the relocated south easterly line of Field Road, 1928 layout. Thence by last named relocated line, south 56 degrees and 30 minutes west, 294.37 feet to point of beginning, containing 8 one hundredths of an acre.

Parcel #10 Property supposed to belong to Hampden Development Association. Beginning at a brown stone bound in the north westerly line of old Field Road as located by the County in 1875 and at the south westerly end of the fourth course in said location. Thence south westerly by the north westerly line of said layout of Field Road, 322.8 feet to a brown stone bound at an angle in said line. The point just mentioned is also at the intersection of the north westerly line of old Field Road and the north westerly line of Field Road as relocated by the County in 1928. Thence by last named relocated line, north 56 degrees and 30 minutes east, 311.78 feet to an angle 20.09 feet from point of beginning in a north westerly direction. Thence south 37 degrees, 46 minutes and 45 seconds east, 190.0 feet to the intersection of the northerly line of Field Road, relocated as above, with the northerly line of old Field Road as located in 1875. Thence westerly by last named line, 171.0 feet to a point of beginning, containing .095 of an acre.

Parcel #12 Property supposed to belong to Leo B. DeBlois. Beginning in the southerly line of Field Road as relocated by the County in 1928, at a point 97.6 feet westerly by said line from the stone bound at the

easterly corner of Windsor St. The point of beginning is also at an angle in the southerly line of old Field Road as located by the County in 1875. Thence north 87 degrees 46 minutes and 45 seconds west, 771.0 feet by the southerly line of Field Road, relocated as above, to an intersection with the south east line of old Field Road, located as mentioned above, in 1875. Thence north easterly by last named line 3.4 feet to an angle. Thence easterly by the southerly line of old Field Road, already referred to, 273.2 feet to an angle. Thence by a slight deflection to the right or south, 6 degrees by the County records of 1875, a distance of 505.5 feet easterly by the southerly line of old Field Road to point of beginning, containing .15 of an acre.

Parcel #14 Property supposed to belong to Hampden Development Association. Beginning at a brown stone bound in the northerly line of Old Field Road, as located by the County in 1875, and at the north westerly end of the first course of said location. Thence south westerly by the second course of said location, 85.44 feet to the end of the course mentioned. Thence westerly by the third course of the location of 1875, and the northerly line thereof, 276.76 feet to an intersection of said line and the northerly line of the road as relocated by the County in 1928. Thence by last named relocated line, south 87 degrees 46 minutes and 45 seconds east, 192.95 feet to the end of the course. Thence by a curved line to the left or north, radius 25.00 feet, 68.13 feet to a stone at the end of the curve. Thence by a line nearly a continuation of the first course of old Field Road, northerly side, location of 1875, 155.57 feet south easterly to point of beginning, containing 12 one hundredths of an acre.

Parcel #15 Property supposed to belong to Leo DeBlois. Beginning at a stone bound in the easterly line of Windsor St. and at an angle in the southerly line of Field Road as relocated by the County in 1928. Thence north 87 degrees, 46 minutes and 45 seconds west, 97.6 feet by said southerly line of Field Road, relocated as above, to an angle at old Field Road as located by the County in 1875. Thence by said second course of old Field Road, 79.0 feet north easterly to an angle at the north westerly end of the first course of old Field Road and the southerly side thereof. Thence south easterly by last named first course, 181.8 feet to a point where the division line between land of this Grantor and land of T. J. Rooney intersects said first course. Thence Southerly about 10.6 feet by said division line to a granite stone in the southerly line of Field Road as relocated by the County in 1928. Thence by said southerly line north 72 degrees, 25 minutes and 15 seconds west, 159.34 feet to a stone at point of beginning, containing .057 of an acre.

Parcel #16 Property supposed to belong to T. J. Rooney. Beginning in the westerly line of Longmeadow St. at land of T. J. Rooney, at a stone distant southerly 62.76 feet from a granite stone at the intersection of the westerly line of Longmeadow St. with the north westerly line of

old Field Road as located by the County in 1875. Thence by the south westerly line of Field Road as relocated by the County in 1928, north 72 degrees, 25 minutes and 15 seconds west, by a line parallel with and 60.00 feet distant south westerly from the north easterly line of old Field Road, located as above, about 447.0 feet to a granite stone at land of Leo B. DeBlois. Thence northerly by the division line between land of said DeBlois and land of this grantor, about 10.6 feet to the south westerly line of old Field Road. Thence by last named line south 72 degrees, 25 minutes and 15 seconds east, about 446. feet to the westerly line of Longmeadow St. Thence southerly by last named line, 10.98 feet to point of beginning, containing .10 of an acre.

So much of the existing highway as is outside of the relocation herein made is discontinued and abandoned, believed to be in part the following described parcels of land, shown on plan.

Parcel #2 Beginning at that point in the easterly line of Field Road, as relocated by the County in 1928, where the course described as bearing "South 4 degrees and 49 minutes East" intersects the northerly limits of old Field Road as located by the County in 1875. Thence easterly by the northerly limits just mentioned, about 9.5 feet to the northerly end of the last course of old Field Road, layout of 1875, and the easterly side thereof. Thence southerly by the easterly line just mentioned, about 71. feet to an intersection with that course in Field Road, as relocated by the County in 1928, described as bearing "South 4 degrees and 49 minutes east". Thence by last named course, but in an opposite direction, north 4 degrees and 49 minutes west about 72. feet to point of beginning, containing the one hundredth part of an acre, and being a part of old Field Road, located as above described in 1875, not falling within the limits of the relocated Field Road.

Parcel #5 Beginning at a corner in the south westerly line of old Field Road as located by the County in 1875, at a point common to land of Heirs of Moses Field and to land of M. L. Angers. Thence northerly by the westerly line of Field Road, location of 1875, about 27. feet to the curved relocated line of Field Road, the layout of 1928. Thence south easterly by said relocated line, radius 205.75 feet, about 63. feet to a point where the property line between land of F. A. Champlin and land of M. L. Angers intersects the south westerly line of Field Road as laid out in 1875. Thence by last named line, about 42. feet north westerly to point of beginning, containing the one hundredth part of an acre, and being a triangular section of old Field Road as laid out by the County in 1875.

Parcel #6 Beginning in the northerly or north westerly line of old Field Road as laid out by the County in 1875, at the intersection said line makes with the property line between land of the Hampden Development Associates and land of F. A. Champlin. Thence southerly by said property line 19.0 feet to the north westerly line of Field Road as relocated by the County in 1928. Thence by last named line, south 56

degrees and 30 minutes west, 93.20 feet to the beginning of a curve. Thence by the relocated line of Field Road, by a curve of radius 159.58 feet, 17.5 feet to an intersection with the south easterly line of old Field Road, layout of 1875. Thence by last named line, 55.0 feet south westerly to an angle in said line. Thence by a deflection to the left, a distance of 3.8 feet along the south easterly line of the 1875 layout of Field Road to an intersection with the curved southerly line of Field Road as relocated by the County in 1928. Thence by last named, by a curve of radius 159.58 feet, 80.86 feet to the north westerly line of old Field Road as located in 1875. Thence by last named line, north easterly 69.9 feet to an angle in said line. Thence by a deflection to the right or south, following the 1875 layout of Field Road, about 179.0 feet north easterly to point of beginning, being a part of the 1875 layout of Field Road not included within the limits of the relocation of 1928, and containing 20 one hundredths of an acre.

Parcel #9 Beginning in the division line between land of the Hampden Development Ass. and land of F. A. Champlin and at the intersection of said line with the north westerly line of Field Road as relocated by the County in 1928. Thence northerly by said division line 19.0 feet to the northerly or north westerly line of old Field Road as located by the county in 1875. Thence by last named line 43.40 feet north easterly to a brown stone bound at an angle in said line and at the intersection of said line with the north westerly line of the 1928 relocation of Field Road. Thence by said north westerly line, south 56 degrees and 30 minutes west, 55.91 feet to point of beginning, containing the one hundredth part of an acre.

Parcel #11 Beginning in the southerly line of Field Road as relocated by the County in 1928, at a point 868.6 feet westerly by said line from a stone at the easterly corner of Field Road and Windsor St. Thence by the south easterly line of old Field Road as located by the County in 1875, (the point of beginning being at the intersection of the old and the new lines,) 126.5 feet south westerly to a point. Thence by the relocated south easterly line of Field Road, north 56 degrees and 30 minutes east, 116.0 feet to an angle. Thence south 87 degrees 46 minutes and 45 seconds east, 13.9 feet by the southerly line of Field Road, relocated as above, to point of beginning, containing .01 acre.

Parcel #13 Beginning at a point in the third course of old Field Road as located by the County in 1875 and in the northerly line of said road at its intersection with the northerly line of the relocation of Field Road by the County in 1928. Thence by said relocated northerly line, north 87 degrees, 46 minutes and 45 seconds west \pm , 342.0 feet to another intersection with the northerly line of old Field Road. Thence easterly by said northerly line of old Field Road, 120.0 feet to an angle therein. Thence by a deflection of 6 degrees to the right or south, 221.5 feet to point of beginning, containing .03 of an acre.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:
To

Thomas H. Field of Ilion, New York and Caro W. Kershaw of Longmeadow, Mass., Heirs of Moses Field	\$1.00
Thomas H. Field of Ilion, New York and Caro W. Kershaw of Longmeadow, Mass., Heirs of Moses Field	1.00
F. A. Champlin	1.00
F. A. Champlin	1.00
Leo B. DeBlois	1.00
Hampden Development Associates	1.00
Leo B. DeBlois	1.00
Hampden Development Associates	1.00
Leo B. DeBlois	1.00
T. J. Rooney	1.00

All damages including land damages, if any, suffered or sustained, to be paid by the Town of Longmeadow.

Charles W. Bray) County Commissioners Associate Commissioner
Edward J. Stapleton	
Clarence H. Granger	

HAMPDEN, ss. County Commissioners' Meeting July 11, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Granville, Selectmen of, Petrs. for relocation, alterations and specific repairs on part of highway leading from Granville to Tolland beginning at end of last year's work and extending easterly a distance of 3,000 ft. or more, and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, inhabitants of the Town Granville, in said County of Hampden, that common convenience and necessity require that part of the highway leading from Granville to Tolland be re-located; that alterations be made in its course and width; and that said part of said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary. Said part of said highway begins at end of last year's work and extends easterly a distance of three thousand feet more or less.

Wherefore they pray that after notice, view and hearing your Honorable Board may make such re-location and alterations and may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Granville, February 24, 1930.

E. A. Jensen	} Selectmen of Granville
D. F. Kenney	
Porter T. Frisbie	

The foregoing petition was entered on the 6th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on part of highway leading from Granville to Tolland, beginning at end of last year's work and extending easterly a distance of 3,000 feet or more, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to Tolland, and being known as the Main Road, to grade, surface with gravel and otherwise improve said road, the work to begin at the end of the section of said road improved in 1929, station 103, and extend in an easterly direction as far as the funds available will permit; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE THOUSAND FIVE HUNDRED DOLLARS (\$5,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden:

The undersigned citizens of the Town of Granville in said County respectfully ask the attention of your Honorable Body to the fact that common convenience, safety and necessity require that South Lane which lies between the main highway and the Connecticut line, and located in that part of Granville known as Granville Centre, be in part, at least, specifically repaired, by grading, resurfacing and hardening or otherwise repaired as may be necessary. One urgent reason for these repairs is the fact that this is the route of the school bus. A number of children are frequently hindered from attending school, and their lives are endangered on account of the condition of this road.

Wherefore your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute a sum not to exceed Five Hundred Dollars

Granville, Citizens
of the Town, of, Petrs.
for specific repairs
on South Lane which
lies between the main
highway and the Conn.
line, and for a sum
not to exceed \$500.
towards expense of
said repairs.

June meeting 1930

(\$500.00) together with an appropriation from the Town, and a contribution from the citizens residing on and near South Lane, toward the expense of said repairs.

Signed: W. C. Prewitt
Karl S. Hansen
Cyrus H. Tripp
Loomis Roberts
W. H. Clapp
Robert H. Tripp
Ray Collier
Wm. Thomas Collier
Ralph R. Roberts
David F. Kenney
E. A. Jensen
Porter T. Frisbie

The foregoing petition was entered on the 6th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Citizens of the Town of Granville for specific repairs on South Lane Road which lies between the main highway and the Connecticut line, and for sum not to exceed \$500. towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on South Lane Road, this road be specifically repaired beginning at the Barnard Road and extending for a distance of seven hundred feet (700'), to be made 18 feet wide with 12 inches of gravel, the deepest ditches to be filled with stone.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.00) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

June meeting 1930

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of the Town of Granville in said County, that common convenience & necessity requires that Lake St. which lies between the main highway and Southwick line, that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Whereof your petitioners pray that your honorable board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed One Thousand dollars together with an appropriation from the town and citizens of Lake St. towards the expense of said repairs.

March 5, 1930.

B. H. Dickinson
Milton Hansen
Harold Hansen
Harry Beckwith
C. A. White, M. D.
R. G. Dickinson
E. A. Jensen
R. O. Rowley

Stanley Beckwith
William Hansen
Kresten Hansen
Joseph L. Dickinson
Benj. F. Gibbons
Howard B. Dickinson
Fred N. Gibbons

The foregoing petition was entered on the 11th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Citizens of the Town of Granville for specific repairs on Lake Street which lies between the main highway and Southwick line, and for a sum not to exceed One Thousand Dollars (\$1,000.) towards the expense of said repairs.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Lake Street, this road be specifically repaired beginning at the end of the section of said road improved in 1929, near Christian Hansen's farm to near driveway of Bernice Dickenson's farm, a distance of about 1300 feet, the work consisting of a stone fill 14 feet wide and 11 inches deep, covered with sand and 8 inches of gravel.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville the sum of ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Granville, Citizens
of the Town of, Petre
for specific repairs
on Lake Street which
lies between the main
highway and Southwick
line, and for a sum
not to exceed \$1,000.
towards the expense
of said repairs.

31

June meeting 1930

Blandford, Citizens
of the Town of, Petr.
for relocation, alt-
erations and specific
repairs on Otis-
Blandford Road in
Blandford, and for
aid.

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To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of Blandford in said County, that common convenience and necessity require that highway leading from Blandford to Otis and known as the Otis-Blandford road be re-located, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at termination of work done last year 1929 for a distance to be determined by the State Engineers, 1 and 1/2 miles, more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of such repairs together with an appropriation from the State and Town.

Blandford, Mass.
March 10, 1930

S. A. Anderson	}	Citizens of Blandford
Ira Bates		
L. D. Hawley		
Andrew Plouf		
W. E. Allen		
K. L. Palmer		

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Citizens of the Town of Blandford for relocation, alterations and specific repairs on Otis-Blandford Road in Blandford, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with bituminous macadam and otherwise improve about 1,508 feet of the road, and to construct a reinforced concrete beam bridge over Peeble Brook on road leading from Blandford to Otis, and being known as the Otis Road, the work to begin at the easterly end of the section of said road improved in 1929, and extend in an easterly direction to station 225, omitting the section of road between stations 205 and 217; these repairs and bridge construction to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWENTY THOUSAND FIVE HUNDRED DOLLARS (\$20,500.) towards the repairing of this highway.

June meeting 1930

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield	}	County Commissioners of the County of Hampden.
Charles W. Bray		
Edward J. Stapleton		

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Granville known as the Beech Hill Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired as may be necessary the work to begin at culvert opposite A. H. Smith's barn and extend for a distance of 400 (four hundred) feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from town.

Blandford, Mass.
March 10, 1930.

S. A. Anderson	}	Citizens of Blandford
Ira Bates		
Andrew Plouf		
L. D. Hawley		
W. E. Allen		
K. L. Palmer		

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 1st day of October 1930, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 1, 1930

On the petition of the Citizens of the Town of Blandford for relocation, alterations and specific repairs on Beech Hill Road leading from Blandford to Granville, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Beech Hill Road, this road be specifically repaired beginning at pond opposite A. S. Smith's barn and extending for a distance of six hundred feet (600'), to be made 14 feet wide with 3 ft. shoulders, 26 yds rock excavation and 600 ft. rock fill, gravel surface.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed EIGHT HUNDRED DOLLARS (\$800.) towards the repairing of this highway.

Blandford, Citizens
of the Town of Petr.
for relocation, al-
terations and spe-
cific repairs on
Beech Hill Road
leading from Bland-
ford to Granville,
and for aid.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

East Longmeadow,
Selectmen of the Town
of. Petrs. for relo-
cation, alterations
and specific repairs
on Parker Street,
leading from Spring-
field line to Somers
Road, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from Springfield line to Somers Road and known as Parker Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of last year's construction and extend southerly for a distance of 5,000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of March, 1930.

Edward M. Burt }
Ivan S. Glynn } Selectmen of
Hermon W. King } the Town of
East Longmeadow

The foregoing petition was entered on the 14th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Parker Street leading from Springfield line to Somers Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Springfield to East Longmeadow, and being known as Parker Street, to grade surface with gravel and otherwise improve about 4,000 feet, the work to begin at the end of the section of said road improved in 1929, station 45, and extend in a southerly direction to station 85; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the

Town of East Longmeadow a sum not to exceed Two Thousand Five Hundred (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway leading from Westfield Street to point on Piper Road and known as King's Highway and Piper Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the junction of Westfield St. and King's Highway and extend for a distance of 5000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of March 1930.

TOWN OF WEST SPRINGFIELD

BOARD OF SELECTMEN

Arthur W. Lamson

Richard J. Specht

Charles O. Palmer

The foregoing petition was entered on the 28th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of the Town of West Springfield for relocation, alterations and specific repairs on King's highway and Piper Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Westfield to West Springfield, and being known as King's Highway to grade, surface with bituminous macadam and otherwise improve about

West Springfield,
Selectmen of, Petrs.
for relocation, al-
terations, and spe-
cific repairs on
King's Highway and
Piper Road, and for
aid.

3,318 feet, the work to begin at the easterly end of the State highway, station 140+81.57, and extend in an easterly direction to station 174, which station is about 600 feet west of Piper Street. The work also includes crainage between about stations 174 and 190+30 on King's Highway and Piper Street. These repairs to be made according to specifications set forth in agreement of the Department of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Westfield, Mayor of
the City of, Petr.
for relocation, alter-
ations and specific
repairs on Montgomery
Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, that common convenience and necessity require that the highway leading from Westfield to Montgomery and known as Montgomery Road be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the termination of work done in co-operation with the County and State in 1929 and extend northerly for a distance of about sixty-two hundred (6,200) feet, more or less, to the Town line between Westfield and Montgomery.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 27th day of March 1930.

L. L. Keefe
Mayor of the City of Westfield

The foregoing petition was entered on the 28th day of March 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Montgomery Road and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of May, A. D. 1930,

view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Montgomery Road leading from Westfield to Montgomery, to grade, surface with gravel and otherwise improve about 5,000 feet; the work to begin at the end of the section of said road improved in 1929, station 138+50 and extend in a northerly direction to station 188+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed FOUR THOUSAND FIVE HUNDRED DOLLARS (4,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

John G. Maxfield	}	County Commissioners of the County of Hampden
Charles W. Bray		
Edward J. Stapleton		

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to West Worthington and known as East River road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of the road improved in 1929 and extending for a distance of twenty five hundred feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expence of said repairs together with an appropriation from the State and Town.

Dated this 24th day of March 1930.

John E. Cooney

L. J. Kelso

Thomas Rose

Selectmen of Chester

The foregoing petition was entered on the 2nd day of April 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

Chester, Selectmen of, Petrs. for re-location, alterations and specific repairs on East River Road leading from Huntington to West Worthington, and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on East River Road leading from Huntington to West Worthington, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Worthington, and being known as the East River Road, to grade, surface with gravel and otherwise improve about 1,750 feet, the work to begin at the end of the section of said road improved in 1927, station 149, and extend in a north-westerly direction to station 166+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed THREE THOUSAND FIVE HUNDRED DOLLARS (\$3,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Holland, Selectmen of
Petr. for specific
repairs on Brimfield
Road beginning at
Holland-Brimfield
line and going to
station 75, more or
less, in Holland, and
for aid.

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To the County Commissioners of the County of Hampden:

Respectfully Represent the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highways constructed under Chapter 90 of the General Laws be repaired, resurfaced and tarred, Brimfield Road, beginning at Holland-Brimfield line and going to station 75, more or less, in Holland.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said work together with an appropriation from the State and Town.

Dated this 17th day of March 1930.

Oliver L. Howlett)
James A. Roberts) Selectmen
Andrew Jay Bagley) of
Holland

The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 3rd day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1930

On the petition of the Selectmen of the Town of Holland for specific repairs on Brimfield Road beginning at Holland-Brimfield line and going to station 75, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Holland leading from Holland to Brimfield, and being known as the Brimfield Road, to repair, treat with bituminous material and otherwise improve about 5,350 feet, the work to begin at the Brimfield line, station 0, and extend in a southerly direction to station 76+50, omitting the section between stations 37 and 60; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road shall be paid by the Town of Holland.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Highway Commission of the Town of Monson, in said County, that common convenience and necessity require that the highway leading from Palmer to Monson and known as State Ave. be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of present improved part and extend Southerly for a distance of 2200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this day of 1930.

C. M. Foley)
C. L. Ricketts) Road Commissioners
R. K. Squier) of the Town of
Monson.

Monson, Road Commissioners of the Town of, Petrs. for relocation, alterations and specific repairs on State Avenue beginning at end of present improved part, southerly for 2200 feet more or less, and for aid.

The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 3rd day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1930

On the petition of the Selectmen of the Town of Monson for relocation, alterations and specific repairs on State Avenue beginning at end of present improved part, southerly, for 2200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Palmer to Monson and being known as State Avenue, to grade, surface with bituminous macadam and otherwise improve about 1,100 feet, the work to begin at station 16+00 and extend in a southerly direction to station 27+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Monson a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Monson.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Chicopee, Mayor of
the City of, Petr.
for layout, relocation
alteration and speci-
fic repairs on East
Main Street beginning
at Chicopee-Spfld City
Line, northwesterly
for 3200 feet more or
less, and for aid.

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Plans in Book 9,
Pages 31, 32 & 33.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY REPRESENT your petitioner, Mayor of the City of Chicopee, in said County, that common convenience and necessity require the layout, relocation and alteration of highway leading from Indian Orchard to Chicopee Falls and known as East Main Street, that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 0+00, which is the Chicopee-Springfield City Line and extend northwesterly for a distance of 3200 feet more or less.

WHEREFORE your petitioner prays that your Honorable Board after notice, view and hearing, may make such layout, relocation or alteration and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 10th day of April 1930.

Henry Cloutier
Mayor of the City of Chicopee.

The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 27th day of August 1930, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 27, 1930

On the petition of the Mayor of the City of Chicopee for layout, relocation, alteration and specific repairs on East Main Street and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the fourteenth day of May A. D. 1930, view said highway, and hear all parties interested and did adjudge that common convenience and necessity required that said highway should be laid out, relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now lay out, relocate and alter said highway in the manner following:

The layout is located on Indian Orchard Road, so-called, otherwise known as Bircham Bend Road or East Main Street, and begins at a point on the dividing line between the cities of Springfield and Chicopee, and extends thence in a westerly direction for about 9/16 of a mile to a point about 0.4 of a mile easterly of Carew Street, so-called, being more fully described as follows:

The base line begins at a point on the aforesaid dividing line between the cities of Springfield and Chicopee shown on plan as station 0, and extends thence north-westerly to westerly by a curve to the right of 432.00 feet radius for a distance of 354.44 feet; thence north 65° 59' 50" west for a distance of 10.46 feet; thence by a curve to the left of 1113.62 feet radius for a distance of 491.85 feet; thence south 88° 41' 50" west for a distance of 466.15 feet; thence by a curve to the right of 1172.80 feet radius for a distance of 199.52 feet; thence north 81° 33' 20" west for a distance of 132.36 feet; thence by a curve to the left of 1383.28 feet radius for a distance of 494.66 feet; thence south 77° 57' 20" west for a distance of 401.15 feet; thence by a curve to the right of 1023.04 feet radius for a distance of 336.92 feet; thence north 83° 10' 30" west for a distance of 82.15 feet to a point at the end of the layout shown on plan as station 29+69.66.

The southerly location line begins at a point in the aforesaid city line, said point bearing south 75° 00' 00" west and being 42.87 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence north-westerly by a curve to the left of 492.66 feet radius for a distance of 307.80 feet to a point bearing south 13° 42' 47" west and 39.59 feet distant from station 3+54.44; thence by another curve to the left of 1438.11 feet radius for a distance of 520.73 feet to a point bearing south 42° 20' 19" west and 41.61 feet distant from station 8+56.75; thence north 88° 20' 23" west for a distance of 103.51 feet to a point bearing south 0° 10' 46" west

and 24.77 feet distant from station 9+88.20; thence south 88° 41' 56" west for a distance of 436.21 feet to a point bearing south 3° 34' 21" west and 29.09 feet distant from station 14+22.69; thence north 81° 33' 20" west for a distance of 192.93 feet to a point bearing south 8° 26' 40" west and 24.75 feet distant from station 16+13.27; thence by a curve to the left of 1400.00 feet radius for a distance of 272.54 feet to a point bearing south 1° 19' 23" east and 31.60 feet distant from station 18+30.60; thence south 87° 17' 26" west for a distance of 187.70 feet to a point bearing south 9° 15' 10" east and 23.14 feet distant from station 20+82.04; thence south 77° 57' 20" west for a distance of 641.51 feet to a point bearing south 2° 36' 35" east and 39.12 feet distant from station 27+19.05; thence north 83° 10' 30" west for a distance of 256.26 feet to a point at the end of the layout bearing south 6° 49' 30" west and 24.75 feet distant from the point of ending of the above-described base line shown on plan as station 29+69.66.

The northerly location line begins at a point on the aforesaid city line bearing north 75° 00' 00" east and 63.90 feet distant from the point of beginning of the above-described base line shown on plan as station 0, and extends thence north 29° 13' 07" west for a distance of 77.00 feet to a point bearing north 62° 35' 41" east and 55.32 feet distant from station 0+63.46; thence by a curve to the left of 300.00 feet radius for a distance of 147.59 feet to a point bearing north 45° 09' 14" east and 36.83 feet distant from station 1+34.96; thence by another curve to the left of 1400.00 feet radius for a distance of 401.96 feet to a point bearing north 12° 51' 24" east and 29.35 feet distant from station 5+81.54; thence north 73° 51' 27" west for a distance of 35.44 feet to a point bearing north 11° 05' 13" east and 31.93 feet distant from station 6+15.93; thence north 88° 20' 23" west for a distance of 377.10 feet to a point bearing north 0° 10' 46" east and 24.75 feet distant from station 9+88.20; thence south 88° 41' 56" west for a distance of 330.96 feet to a point bearing north 8° 43' 48" east and 25.14 feet distant from station 13+22.90; thence by a curve to the right of 1200.00 feet radius for a distance of 204.11 feet to a point bearing north 1° 44' 22" west and 25.15 feet distant from station 15+23.42; thence north 81° 33' 20" west for a distance of 227.95 feet to a point bearing north 4° 22' 51" east and 28.30 feet distant from station 17+52.89; thence by a curve to the left of 828.98 feet radius for a distance of 270.51 feet to a point bearing north 6° 33' 49" west and 29.19 feet distant from station 20+17.12; thence south 79° 44' 51" west for a distance of 586.37 feet to a point bearing north 62° 39' 43" west and 64.72 feet distant from station 25+50.59; thence by a curve to the right of 1200.00 feet radius for a distance of 357.67 feet to a point at the end of the layout bearing north 6° 49' 30" east and 24.75 feet distant from the point of ending of the above-described base line shown on plan as station 29+69.66.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From THE QUINNEHTUCK COMPANY, now or formerly. A parcel of land on the northeasterly side of Indian Orchard Road, so-called, between stations 0+0 and 1+75 $\frac{1}{2}$, bounded as follows: Northeasterly by the northeasterly location line of the 1930 County layout for about 208 feet; southwesterly by the northeasterly location line of the present County layout for about 203 feet; and northwesterly by the southeasterly boundary of land of the Bircham Bend Power Company for about 23.5 feet; containing about 4,030 square feet.

Parcel No. 2. From THE SPRINGFIELD STREET RAILWAY COMPANY, now or formerly. A parcel of land on the southwesterly side of Indian Orchard Road, so-called, between stations 0+0 and 3+47 $\frac{1}{2}$, bounded as follows: Southwesterly by the southwesterly location line of the 1930 County layout for 307.80 feet; northeasterly by the southwesterly location line of the present County layout for about 326 feet; and southerly by the dividing line between the cities of Springfield and Chicopee for about 50 feet; containing about 6,170 square feet.

Parcel No. 3. From THE BIRCHAM BEND POWER COMPANY, now or formerly. A parcel of land on the northeasterly side of Indian Orchard Road, so-called, between stations 1+75 $\frac{1}{2}$ and 6+15.93, bounded as follows: Northeasterly by the northeasterly location line of the 1930 County layout for about 455 feet; southeasterly by the northwesterly boundary of land of the Quinnehtuck Company for about 23.5 feet; and southwesterly by the northeasterly location line of the present County layout for about 454 feet; containing about 3,720 square feet.

Parcel No. 4. From THE BIRCHAM BEND POWER COMPANY, now or formerly. A parcel of land on the southerly side of Indian Orchard Road, so-called, between stations 3+47 and 8+86 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1930 County layout for 520.73 feet; and northerly by the southerly location line of the present County layout for 526.50 feet; containing about 4,145 square feet.

Parcel No. 5. From THE BIRCHAM BEND POWER COMPANY, now or formerly. A parcel of land on the northerly side of Indian Orchard Road, so-called, between stations 13+18 $\frac{1}{2}$ and 15+27 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1930 County layout for 204.11 feet; and southerly by the northerly location line of the present County layout for 204.60 feet; containing about 300 square feet.

Parcel No. 6. From THE BIRCHAM BEND POWER COMPANY, now or formerly. A parcel of land on the southerly side of Indian Orchard Road, so-called, between stations 16+13.27 and 18+90.60, bounded as follows: Southerly by the southerly location line of the 1930 County layout for 272.54 feet; and northerly by the southerly location line of the present County layout for 273.41 feet; containing about 610 square feet.

Parcel No. 7. From THE BIRCHAM BEND POWER COMPANY, now or formerly. A parcel of land on the northerly side of Indian Orchard Road, so-called, between stations 17+52.89 and 27+22 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1930 County layout for about 973 feet; southerly by the northerly location line of the present County layout for about 974 feet; and westerly by the easterly boundary of land of William J. Lucey for about 25 feet; containing about 9,040 square feet.

Parcel No. 8. From WILLIAM J. LUCEY, now or formerly. A parcel of land on the northerly side of Indian Orchard Road, so-called, between stations 27+22+ and 28+92+, bounded as follows: Northerly by the northerly location line of the 1930 County layout for about 165 feet; easterly by the westerly boundary of land of the Bircham Bend Power Company for about 25 feet; southerly by the northerly location line of the present County layout for about 162 feet; and westerly by the easterly boundary of land of George Boyer for about 2.5 feet; containing about 1,910 square feet.

Parcel No. 9. From GEORGE BOYER, now or formerly. A parcel of land on the northerly side of Indian Orchard Road, so-called, between stations 28+92+ and 29+69.66, bounded as follows: Northerly by the northerly location line of the 1930 County layout for about 78 feet; easterly by the westerly boundary of land of William J. Lucey for about 2.5 feet; and southerly by the northerly location line of the present County layout for about 78 feet; containing about 50 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road As Laid Out in the City of Chicopee, Hampden County, By the County Commissioners, Hor. Scale: 50 feet to the inch, Vert. Scale: 8 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of layout out said highway, have estimated the same as follows, to wit:

TO:-

The Quinnehtuck Company	\$ 1.00
The Springfield Street Railway Company	1.00
The Bircham Bend Power Company.	1.00
The Bircham Bend Power Company.	1.00
The Bircham Bend Power Company.	1.00
The Bircham Bend Power Company.	1.00
The Bircham Bend Power Company.	1.00
The Bircham Bend Power Company.	1.00
William J. Lucey	1.00
George Boyer	1.00

The work is to consist of grading, surfacing with bituminous macadam and otherwise improving about 10,775 feet on said road leading from Springfield to Chicopee, and being known as the Bircham Bend Road (Indian Orchard Road), the work to begin at the Springfield line, station 0, and extend in a northwesterly direction to station 107+75, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

June meeting 1930

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Chicopee one-fourth of the cost and expense thereof and not exceeding TWENTY THOUSAND DOLLARS (\$20,000.00) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

John G. Maxfield) County
Edward J. Stapleton) Commissioners
Clarence H. Granger) of the County
Associate Commissioner.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

August 27, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Boston & Albany Railroad Station northerly to the Montgomery Town Line, and known as the Montgomery Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Boston & Albany Railroad Station and extend to the Montgomery town line, which is a distance of approximately forty-five hundred (4500') feet more or less.

Russell, Selectmen of, Petrs. for relocation, alterations and specific repairs on Montgomery Road beginning at Boston & Albany R R Station extending to Montgomery Town Line, a distance of 4500' more or less, and for aid.

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 27th day of March, 1930.

E. D. Parks)
A. H. Moltenbrey) Selectmen
C. E. Wyman) of
Russell

The foregoing petition was entered on the 14th day of April 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of Russell for relocation, alterations and specific repairs on Montgomery Road beginning at Boston and Albany Railroad station extending to Montgomery Town Line, a distance of 4500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the

said Commissioners did on the twenty-sixth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Montgomery Road leading from Russell to Montgomery, to grade, surface with gravel and otherwise improve about 2,425 feet; the work to begin at station 12, and extend in a southerly direction to station 36+25; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Wilbraham, Selectmen of, Petrs. for relocation, alterations and specific repairs on South Main Street beginning at station 106, north for 2500 feet, more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that the highway leading from Wilbraham to Hampden and known as South Main St. be relocated, that alterations be made in its course and width, and that said road and approaches be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 106 and extend north for a distance of 2500 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 11th day of April 1930.

George E. Murphy, Jr.

W. H. McGuire

Fred W. Green

Selectmen of Wilbraham

The foregoing petition was entered on the 14th day of April 1930, and due proceedings having been had thereon, on the 24th day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 24, 1930

On the petition of the Selectmen of the Town of Wilbraham for relocation, alteration and specific repairs on South Main Street beginning at station 106, north, for 2500 feet, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Wilbraham to Hampden, and being known as South Main Street, to grade, surface with bituminous macadam, and otherwise improve about 1,900 feet, the work to begin at the end of the section of said road improved in 1929, station 106+50, and extend in a northerly direction to station 125+50+, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wilbraham a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Agawam Center to Shoemaker Lane and known as Silver Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of last year's work and extend southerly for a distance of 2500 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 30 day of April 1930.

Edwin L. Talmadge }
Giles W. Halladay } Selectmen
John L. Burke } of
Agawam

Agawam, Selectmen of, Petrs. for specific repairs on Silver Street beginning at end of last year's work, extending southerly for 2500 feet, more or less, and for aid.

The foregoing petition was entered on the 30th day of April 1930, and due proceedings having been had thereon, on the 25th day of June 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 25, 1930

On the petition of the Selectmen of Agawam for specific repairs on Silver Street beginning at the end of last year's work, extending southerly for 2,500 feet, more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners, did, on the fourth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the construction of a further extension of said highway westerly from station 98+50 to a point at or near station 107+65, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Agawam a sum not exceeding TWO THOUSAND TWO HUNDRED FIFTY DOLLARS (\$2,250.) towards the repairing of this highway, in full of its share of the cost of making such repairs.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Wales, Selectmen of the Town of, Petrs. for specific repairs on Monson Road beginning at Monson Town Line, extending east, for a distance of 3000 feet more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson Town line and extend east for a distance of 3000 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of May 1930.

Richard L. Royce }
Dawes S. Perry } Selectmen
Maurice C. Hynes } of the Town
of Wales.

The foregoing petition was entered on the 14th day of May 1930, and due proceedings having been had thereon, on the 3rd day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1930

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road beginning at Monson Town Line, extending east, for a distance of 3000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Monson to Wales, and being known as the Monson Road, to repair, treat with bituminous material and otherwise improve about 1,700 feet, the work to begin at the Monson line, station 0, and extend in an easterly direction to station 9+50; also on another section of said road for a distance of 750 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the town of Wales.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Warren to Brimfield and known as Warren Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Warren town line at Station 0 and extend southerly for a distance of 7500 feet more or less, to approximately Station 75.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 2nd day of June 1930.

Jas. A. G. Hoyt)
F. B. Haley) Selectmen
Geo. N. Freeman) of the Town
of Brimfield.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Warren Road beginning at Warren Town Line, Sta. 0, southerly for 7500 feet more or less, and for aid.

The foregoing petition was entered on the 5th day of June 1930, and due proceedings having been had thereon, on the 3rd day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1930

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at Warren Town Line, station 0 southerly for 7500 feet more or less, and for aid, and for specific repairs on Holland Road beginning at Holland Town Line northerly for 2 1/2 miles more or less, and for aid.

It appearing that all persons and corporations interested had been duly notified of the time and place of meeting, said Commissioners did on the twenty-third day of July, A. D. 1930 view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on roads leading from Brimfield to adjoining towns, and being known as the Warren Road and Holland Road, to repair, treat with bituminous material and otherwise improve about 16,960 feet of the roads, the work to begin at the Warren line, station 0, and extend along the Warren Road in a southerly direction to station 64; beginning again at Brimfield Center, station 0, and extend along the Holland Road to the Holland line, station 105+60; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Brimfield, Selectmen of the Town of, Petrs. for specific repairs on Holland Road beginning at Holland Town Line northerly for 2 1/2 miles more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Holland to Brimfield and known as Holland Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Holland town line and extend northerly for a distance of 2 1/2 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 2nd day of June 1930.

Jas. A. G. Hoyt }
 F. B. Haley } Selectmen
 Geo. N. Freeman } of the Town
 of Brimfield

The foregoing petition was entered on the 5th day of June 1930, and due proceedings having been had thereon, on the 3rd day of September 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 3, 1930

On the petitions of the Selectmen of the Town of Brimfield for specific repairs on Warren Road beginning at Warren Town Line, station 0 southerly for 7500 feet more or less, and for aid, and for specific repairs on Holland Road beginning at Holland Town Line north-erly for 2 1/2 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of July, A. D. 1930, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Com-missioners order the following repairs made on roads leading from Brimfield to adjoining towns, and being known as the Warren Road and Holland Road, to repair, to treat with bituminous material and other-wise improve about 16,960 feet of the roads, the work to begin at the Warren line, station 0, and extend along the Warren Road in a southerly direction to station 64; beginning again at Brimfield Center, station 0, and extend along the Holland Road to the Holland line, station 105+60; these repairs to be made according to specifications set forth in agree-ment of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Brimfield.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden

June 24, 1930	Ordered, County Treasurer, authorized and directed to pay \$1,000. to Town of Hampden on acct. of County's proportion of cost of work done on Wilbraham Road in Hampden.	Order
June 25, 1930	EUGENE SHOOK, released from Hampden County Training School, on parole.	Released from Training School
July 2, 1930	JOSEPH DEEDY, released from Hampden County Training School, on parole.	Released from Training School

June meeting 1930		
Orders	July 2, 1930	<p>Ordered, County Treasurer authorized and directed to pay sum of \$9,093.89 to Hampshire County on Tuberculosis Hospital Acct. which is assessment for 1929.</p> <p>Ordered, County Treasurer authorized and directed to pay to Hampden County Tuberculosis and Public Health Association \$3,000. in accordance with Ch 354 Acts of 1928.</p> <p>Order to Transfer (1)</p>
Released from Training School	July 9, 1930	<p>Released from Hampden County Training School on Parole,-</p> <p>Antoni Moson Clarence Hawthorne Michael Lennon Leon Harkins</p>
Order to arrest		Order to arrest Rock Trepanir of West Springfield, holder of permit to be at liberty.
Orders		<p>Ordered, County Treasurer authorized and directed to pay \$23,048. to E. J. Pinney, Inc., on acct. of Spfld. District Court House Contract.</p> <p>Ordered, County Treasurer authorized and directed to pay \$425. to Interstate Electric Const. Corp., on acct. of electrical contract of Spfld. District Court House.</p> <p>Ordered, County Treasurer authorized and directed to pay \$1,700. to J. J. Cotter Co., on acct. of heating and ventilating system contract of Spfld. District Court House.</p>
Vote		Voted, to award County of Hampden Notes for \$300,000. to First National Old Colony Corp. of Boston, Mass., at 2.19% discount.
Resignation Clifford M. Granger		Voted, to accept resignation of Mr. Clifford M. Granger as Superintendent of Hampden County Training School at Feeding Hills, to take effect Aug. 10, 1930.
Appointment Jim R. Smith		Voted, MR. JIM R. SMITH, of Holyoke, Mass., appointed Supt. of Hampden County Training School, to take effect August 1, 1930.
Order to arrest revoked.	July 10, 1930	Ordered that the order to arrest Rock Trepanir of West Springfield is revoked.
Released from Training School	July 16, 1930	Orville S. Harris, Jr. released from Hampden County Training School on parole.
Vote		Voted to award contract for repairs to the masonry walls of the Hampden County Court House to Zephir Ducharme of Chicopee Falls for \$1,950.
		Bill of Richard D. Kimball Co., Boston, in connection with heating system, Spfld. District Court Bldg., in the am't of \$40.80 approved by County Commissioners for payment.
Vote		Voted to accept proposal of the Interstate Electric Const. Corp., to do electrical work for installation of clocks in Court House & Registry for \$606.00.

June meeting 1930

July 16, 1930

Voted to accept proposal of The Standard Electric Time Company to furnish electric time equipment for Court House and Registry for \$646.00.

Votes

August 6, 1930

Voted to award contract for Metal Covering of Wood Doors and Wood Partitions at the Hampden County Jail for \$524.00 to R. A. Ruppert Company.

Voted, to award contract for Fire Escape Installation at the Chapel of the Hampden County Jail for \$696.00 to George U. Schnare Company.

Orders

Ordered, County Treasurer authorized and directed to pay \$1,120. to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.

Ordered, County Treasurer authorized and directed to pay \$2,000. to Town of Chester on account of County's proportion of cost of work done on Chester Hill Rd.

Ordered, County Treasurer authorized and directed to pay \$1,093.75 to Town of Chester on acct. of County's proportion of cost of work done on East River Rd.

Ordered, County Treasurer authorized and directed to pay \$18,378. to E. J. Pinney, Inc. on acct. of Spfld. District Court House contract.

Vote

Voted not to open bids for Installation of showers and toilets at Jail for the reason it appears advisable to have bids for marble work separated from bids for plumbing work.

August 8, 1930

Ordered, County Treasurer authorized and directed to pay \$780. to Soland & Johnson on acct. of plumbing contract of Spfld. District Court House.

Orders

Ordered, County Treasurer authorized and directed to pay to J. J. Cotter Company \$1,000. on acct. of heating and ventilating system contract of Spfld. District Court House.

Bill of Richard D. Kimball Co., Boston, in connection with heating system, Spfld. District Court Bldg. in the amt. of \$24.00 approved by County Commissioners for payment.

Order

Ordered, County Treasurer authorized and directed to pay sum of \$3,922.87 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Rd. in Blandford.

August 21, 1930

Voted to award contract for the installation of the marble shower and toilet stalls and metal doors at the Hampden County Jail to W. J. Kelly Co., of Springfield, for \$1,589.00.

Votes

Voted, to award contract for the plumbing installation including the slop sink, drain boards, frame work supporting same, and all work in connection with slop sink at the Jail, to W. H. McGarry of Holyoke, Mass., for \$1,310.00.

June meeting 1930		
Order	August 21, 1930	Ordered, County Treasurer, authorized and directed to pay \$2,300.00 to Town of Hampden on acct. of County's proportion of cost of work done on Wilbraham Road in Hampden.
Renumbering	August 23, 1930	Fairdel Street Renumbering, formerly Blake Street, from Belvidere Street Easterly, as ordered by Mayor and Board of Aldermen, City of Springfield
Order to Arrest	August 27, 1930	Order to arrest David P. Langlois of Springfield, holder of permit to be at liberty.
Orders		Ordered, County Treasurer authorized and directed to pay sum of \$4,892.25 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.
		Ordered, that \$2,146.14 which is balance of County's proportion of cost of work done on Three Rivers Road so-called in Ludlow, be paid from County Treasury to Town of Ludlow. Case No. 31 - 1929.
		Ordered, that \$2,413.29 which is balance of County's proportion of cost of work done on Silver Street, Agawam, be paid from County Treasury to Town of Agawam. Cases No. 57 and 64 in 1929 and Case No. 61 in 1930.
Released from Training School	September 3, 1930	Released from Hampden County Training School on parole, Robert Guyette.
Orders		Ordered, County Treasurer authorized and directed to pay \$1,000.00 to Town of Russell on acct. of County's proportion of cost of work done on Montgomery Road in the Town of Russell.
		Ordered, County Treasurer authorized and directed to pay \$1,280.00 to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.
Released from Training School	September 10, 1930	Released from Hampden County Training School, on parole, Donald Bean.
Orders		Ordered, County Treasurer authorized and directed to pay sum of \$10,629. to E. J. Pinney, Inc., on acct. of Spfld. District Court House contract.
		Ordered, County Treasurer authorized and directed to pay \$340.00 to J. J. Cotter Company on acct. of heating and ventilating system contract of Spfld. District Court House.
		Ordered, County Treasurer authorized and directed to pay \$2,546.06 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.
		Ordered, County Treasurer authorized and directed to pay \$3,482.88 to Town of West Springfield on acct. of County's proportion of cost of work done on Kings Highway.
		Ordered, that the sum of \$7,381.22 which is balance of County's proportion of cost of work done on Westfield Road be paid from County Treasury to City of Holyoke. Case No. 53-1929.

June meeting 1930

Order

September 10, 1930

Ordered, that the sum of \$8,105.26 which is balance of County's proportion of cost of work done on highway known as Pond Rd. and North Road be paid from County Treasury to City of Westfield. Case No. 48-1923.

September 12, 1930

Voted, to waive defects in bids for electric fixtures for Springfield District Court Building and to allow bidders until 12 o'clock noon, 9/12/30 to submit certified checks and sketches of specifications.

Vote

September 17, 1930

Bill of Richard D. Kimball Co., Boston, in connection with heating system, Spfld. District Court Bldg. in the amount of \$8.16 approved by County Commissioners for payment.

Order to arrest Orville Turpin of Springfield, holder of permit to be at liberty.

Order to arrest

Order to arrest Jeremiah Lamery of Thorndike, holder of permit to be at liberty.

Order to arrest

September 24, 1930

Report from James L. Tighe, Engr. on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

September 23, 1930

The Hon the County Commissioners,

Hampden County,

Springfield, Mass.

John G. Maxfield, Chairman:

Dear Sir:

I beg to state that the placing of the earth fill in the Cobble Mountain dam by sluicing has been resumed. The work was commenced on Saturday last at 1.30 p.m.

The sluicing material is being taken from borrow banks distant about a mile from the dam and hauled in cars over rail by dinky engines run by gasoline to the hydraulic equipment which has been erected on the north side of the dam. From here it is sluiced into place by gravity.

The average elevation of the earthfill at present is 780 and that of the concrete cutoff walls 900. The top of the dam, when finished, will be at elevation 965.

At present the sluiced material in place is about 155,000 cubic yards while that yet to be placed is a little over a million cubic yards.

Respectfully submitted,

James L. Tighe

September 24, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$7,682.76 to Town of Southwick on acct. of County's proportion of cost of work done on Point Grove Road, Congamond Road and Sheep Pasture Road in Southwick.

Ordered, County Treasurer authorized and directed to pay \$1,090.52 to the Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

June meeting 1930

Order

September 24, 1930

Ordered, County Treasurer authorized and directed to pay \$134.26 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Vote

Voted, to reject bids for electric fixtures in new Springfield District Court Building received on September 12, 1930.

Orders

October 1, 1930

Ordered, County Treasurer authorized and directed to pay \$800. to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.

Ordered, County Treasurer authorized and directed to pay \$2,000. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$1,006.25 to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.

Ordered, that the sum of \$4,500. be paid from County Treasury to the City of Westfield for work done on Montgomery Road.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

October 3, 1930

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the seventh day of said month, and from time to time to the twenty-second day of December, in the year of our Lord One thousand nine hundred and thirty.

Present,

John G. Maxfield, Esquire, Chairman) County Commissioners
Charles W. Bray, Esquire	
Edward J. Stapleton, Esquire	

The following cases were dismissed without prejudice:

- No. 23 Department of Public Works, Petrs. for alteration in crossing highway known as Huntington Road and tracks of B & A R. R. Co. cross each other by bridge known as B & A Bridge No. 125.10, carrying highway over railroad, in Chester.
- No. 24 Inhabitants of the Town of West Springfield, Petrs. for lay-out, location, relocation, alteration, widening and specific repairs on Norman St., beginning at River Street and running to Bridge Street in West Springfield.
- No. 35 Selectmen of Southwick, Petrs. for relocation, alterations and specific repairs on Depot Street leading from Southwick to Suffield, Conn., and for aid.

Cases Dismissed
Without Prejudice

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

The undersigned, Selectmen of the Town of West Springfield, in said County, respectfully represent that there are in the Town of West Springfield public ways known as Morgan Road extending from Piper Road westerly to Pease Avenue; Birnie Avenue from Morgan Road northerly to Prospect Avenue; and Prospect Avenue from Birnie Avenue easterly to Riverdale Road; that the boundaries of said public ways are ill-defined and uncertain and that at places between the points named said highways are too narrow to accommodate reasonably the travel thereover and are dangerous.

West Springfield, Selectmen of the Town of, Petrs. for relocation, alterations and monumenting Morgan Road extending from Piper Rd. westerly to Pease Ave.; Birnie Ave. from Morgan Rd. northerly to Prospect Ave; and Prospect Ave. from Birnie Avenue easterly to Riverdale Road.

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Plans in Book 9,
Pages 49-68 inclu.

Wherefore your petitioners pray that after due proceedings had in the premises your Honorable Board will relocate said public ways between the points named for the purpose of establishing the boundary lines of said ways, and monument the same, and make such alterations in the course and width thereof as may be necessary for the safety of public travel and as common convenience and necessity may require.

Dated this tenth (10) day of October 1929.

Herman C. Walker) Selectmen of the Town of West Spring- field.
Arthur W. Lamson	
Charles O. Palmer	

The foregoing petition was entered on the 15th day of October 1929, and due proceedings having been had thereon, on the 26th day of November 1930, said Commissioners file the following Relocation Report, to wit:

October meeting 1930

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 26, 1930

On the petition of the Selectmen of West Springfield praying for relocation, alterations and monumenting Morgan Road extending from Piper Road westerly to Pease Avenue; Birnie Avenue from Morgan Road northerly to Prospect Avenue; and Prospect Avenue from Birnie Avenue easterly to Riverdale Road in West Springfield.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twentieth day of November A. D. 1929, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highways should be relocated, altered and monumented.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order monuments to be set in the manner following:

DESCRIPTION OF PART OF MORGAN ROAD

Beginning at a stone in the Southerly line of Morgan Road at its intersection with the Westerly line of Piper Road-

Thence by said Southerly line of Morgan Road N. $84^{\circ} 39' 50''$ W. 411.70 feet to a stone-

Thence N. $82^{\circ} 26' 10''$ W. 263.52 feet to a stone-

Thence N. $64^{\circ} 28' 10''$ W. 858.55 feet to a stone-

Thence N. $59^{\circ} 19' 20''$ W. 254.53 feet to a stone-at the beginning of a curve to the left-

Thence by an arc (Radius 1258.68 feet) to the left, 397.07 feet to a stone at the Westerly end of the curve-

Thence N. $77^{\circ} 23' 50''$ W. 1873.91 feet to a stone nearly opposite the Westerly line of Birnie Ave.

The highway is laid 4 rods wide up to the last mentioned stone.

Thence N. $78^{\circ} 37'$ W. 320.02 feet to the end of this relocation, to a stone at the intersection of last mentioned course with the South-easterly line of Pease Ave.

Thence crossing to the opposite or Northerly side of this relocation, N. $75^{\circ} 46' 10''$ E. 138.79 feet to a stone in the Northerly line of this relocation-

Thence S. $78^{\circ} 37'$ E. 695.30 feet to a stone in the Westerly line of Birnie Ave.

The highway is laid 60.00 feet wide Southerly of this last described course.

Thence crossing the Southerly end of Birnie Ave. S. $82^{\circ} 35' 50''$ E. 66.14 feet to a stone in the Easterly line of Birnie Ave-

Thence S. $77^{\circ} 23' 50''$ E. 1808.85 feet to the beginning of a curve to the right.

Thence by an arc to the right, (Radius 1324.68 feet) 417.89 feet to a stone at the end of the curve-

Thence S. $59^{\circ} 19' 20''$ E. 251.56 feet to a stone-

Thence S. $64^{\circ} 28' 10''$ E. 845.15 feet to a stone-

Thence S. $82^{\circ} 26' 10''$ E. 251.81 feet to a stone-

Thence S. $84^{\circ} 39' 50''$ E. 356.22 feet to a stone-at the beginning of a curve to the left and entering Piper Road-

Thence by a curve to the left. (Radius 20.00 feet) 38.71 feet to a stone in the Piper Road relocation.

Thence along the Easterly limit of this relocation and following the Westerly line of Piper Road, S. $15^{\circ} 32' 30''$ E. 99.69 feet to the stone at the point of beginning.

DESCRIPTION OF BIRNIE AVENUE

Beginning at a stone in the Northerly line of Morgan Road and in the Westerly line of Birnie Ave-

Thence N. $3^{\circ} 32' 40''$ E. 686.09 feet to a stone-

Thence N. $10^{\circ} 05' 43''$ E. 1136.45 feet to a stone-

Thence N. $1^{\circ} 17' 42''$ W. 193.93 feet to a stone-

Thence N. $15^{\circ} 03' 15''$ E. 806.16 feet to a stone at the beginning of a curve to the left.

The highway thus far is laid four rods wide.

Thence 485.13 feet by a curve to the left, Radius 614.50 feet to a stone at the end of the curve.

At this point the highway is laid 60.00 feet wide and continues 60.00 feet wide to the end of the relocation at Prospect Ave.

Thence N. $30^{\circ} 10' 45''$ W. 647.30 feet to a stone-

Thence N. $19^{\circ} 10' 33''$ W. 519.31 feet to a stone-

Thence N. $2^{\circ} 03' 30''$ E. 342.66 feet to a stone-

Thence N. $12^{\circ} 05' 05''$ E. 467.85 feet to a stone-

Thence N. $47^{\circ} 34'$ E. 296.44 feet to a stone-

Thence N. $18^{\circ} 29' 25''$ E. 819.91 feet to a stone-

Thence N. $62^{\circ} 04' 25''$ E. 458.01 feet to a stone-

Thence N. $6^{\circ} 45' 25''$ E. 1064.03 feet to a stone-

Thence N. $1^{\circ} 36' 10''$ W. 256.66 feet to an iron pipe at the beginning of a curve to the right-

Thence 196.30 feet by a curve to the right, Radius 279.87 feet, to an iron pipe at the end of the curve-

Thence N. $38^{\circ} 35'$ E. 270.26 feet to a stone-

Thence N. $27^{\circ} 35' 40''$ E. 362.23 feet to an iron pipe at Prospect Street-

Thence Southeasterly crossing to the opposite side of Birnie Ave., S. $68^{\circ} 32' 20''$ E. 60.35 feet to a stone at the North-west corner of the School House lot-

Thence S. $27^{\circ} 35' 40''$ W. 374.45 feet to a stone-

Thence S. $38^{\circ} 35'$ W. 231.46 feet to a stone at the beginning of a curve to the left-

Thence 239.65 feet by a curve to the left, Radius 341.69 feet, to a stone at the end of the curve-

Thence S. $1^{\circ} 36' 10''$ W. 216.47 feet to a stone-

Thence S. $6^{\circ} 45' 25''$ W. 1099.85 feet to a stone-

Thence S. $62^{\circ} 04' 25''$ W. 465.45 feet to a stone-

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Thence S. $18^{\circ} 29' 25''$ W. 811.48 feet to a stone-

Thence S. $47^{\circ} 34'$ W. 292.80 feet to a stone-

Thence S. $12^{\circ} 05' 05''$ W. 443.39 feet to a stone-

Thence S. $2^{\circ} 03' 30''$ W. 326.15 feet to a stone-

Thence S. $19^{\circ} 10' 43''$ E. 655.93 feet to a stone at the beginning of a curve to the right-

Thence 521.21 feet by a curve to the right, Radius 560.20 feet, to a stone at the end of the curve-

Thence S. $15^{\circ} 03' 15''$ W. 796.68 feet to a stone-

Thence S. $1^{\circ} 17' 42''$ E. 191.03 feet to a stone-

Thence S. $10^{\circ} 05' 43''$ W. 1139.25 feet to a stone-

Thence S. $3^{\circ} 32' 40''$ W. 686.76 to a stone in the Northerly line of Morgan Road-

Thence crossing Birnie Ave. N. $82^{\circ} 35' 50''$ W. 66.14 feet to the stone at the point of beginning.

DESCRIPTION OF PROSPECT AVENUE

Beginning at a stone in the Westerly line of Riverdale Road and at the Southerly line of Prospect Ave. as relocated, at land of Patrick F. and Nora A. Noonan-

Thence N. $73^{\circ} 58' 40''$ W. 51.03 feet to a stone-

Thence N. $86^{\circ} 46' 20''$ W. 558.87 feet to a stone at the beginning of a curve to the left-

Thence 247.49 by a curve to the left, Radius 964.10 feet, to a stone at the end of the curve-

Thence S. $78^{\circ} 31' 10''$ W. 681.61 feet to a stone at the beginning of a curve to the right-

Thence by a curve to the right, Radius 533.44 feet, 412.50 feet to a stone at the end of the curve-

Thence by a reverse curve, Radius 158.15 feet, 121.45 feet to a stone at the end of the curve-

Thence S. $78^{\circ} 46' 30''$ W. 327.60 feet to a stone-

Thence S. $84^{\circ} 22'$ W. 741.53 feet to a stone at the beginning of a curve to the right-

Thence 296.11 feet by a curve to the right, Radius 752.10 feet, to a stone at the end of the curve-

Thence N. $73^{\circ} 04' 30''$ W. 526.64 feet to a stone at the top of a hill-

Thence N. $77^{\circ} 31' 20''$ W. 907.81 feet to a stone-

Thence N. $80^{\circ} 14' 40''$ W. 696.65 feet to a stone in the Southeast line of Birnie at the corner of the School House lot-

Thence crossing to the opposite or Northerly side of Prospect Ave. by a course which is the South-east course of Birnie Ave. produced Northeasterly, N. $27^{\circ} 35' 40''$ E. 52.00 to a bar-

The course last described marks the Westerly limit of this relocation and the highway is here three rods wide-

Thence S. $80^{\circ} 14' 40''$ E. 681.62 feet to a stone. The highway is here three rods wide.

Thence S. $78^{\circ} 09' 10''$ E. 911.74 feet to a stone at the top of a hill.

Thence S. $72^{\circ} 13' 50''$ E. 529.65 feet to the beginning of a curve to the left, marked by a stone-

Thence 275.60 feet by a curve to the left, Radius 647.73 feet, to the end of the curve-

Thence N. $84^{\circ} 22'$ E. 739.11 feet to a stone-

Thence N. $78^{\circ} 46' 30''$ E. 325.18 feet to an iron pipe at the beginning of a curve to the right-

Thence 159.46 feet by a curve to the right, Radius 207.65 feet, to an iron pipe at the end of the curve-

Thence 374.22 feet by a curve to the left, Radius 483.94 feet, to a stone at the end of the curve-

Thence N. $78^{\circ} 31' 10''$ E. 681.61 feet to a stone at the beginning of a curve to the right-

Thence 260.20 feet by a curve to the right, Radius 1013.60 feet, to a stone at the end of the curve-

Thence S. $86^{\circ} 46' 20''$ E. 559.89 feet to a stone-

Thence N. $84^{\circ} 45' 50''$ E. 50.70 feet to a stone in the Westerly line of Riverdale Road-

Thence by said Westerly line of Riverdale Road Southerly 68.28 feet to the point of beginning-

That part of the highway described by the second to eighth courses inclusive and by the twelfth course is three rods wide and elsewhere it is of greater width as determined by the courses here described.

The layout herein described is indicated on plans prepared by Steele Brothers, Engineers, on file in the Hampden County Registry of Deeds and Clerk of Court's office, and marked as follows:

Part Relocation
Morgan Road
West Springfield, Mass.
As Relocated For The County Commissioners
April 1930
By Steele Bros. Eng'rs.
Scale 1" = 50'

Birnie Avenue
West Springfield, Mass.
As Relocated For The County Commissioners
April 1930
By Steele Bros. Eng'rs.
Scale 1" = 50'

Prospect Avenue
West Springfield, Mass.
As Relocated For The County Commissioners
April 1930
By Steele Bros. Eng'rs.
Scale 1" = 50'

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

From T. J. Kennedy, Margaret Kennedy, Trustee, at the corner of Prospect Ave. and Riverdale Road, West Springfield, Mass., now or formerly. Beginning at the South-east corner of the parcel herein described and at the intersection of the Northerly line of Prospect Ave. with the Westerly line of Riverdale Road-

Thence N. $86^{\circ} 46' 20''$ W. 50.00 feet to a concrete bound- in the Northerly line of Prospect Ave-

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Thence N. 34° 45' 50" E. by other land of said Kennedy, 50.70 feet to a stone bound in the Westerly line of Riverdale Road-

Thence S. 4° 31' 30" W. by the Westerly line of Riverdale Road, 7.54 feet to the point of beginning.

Containing 190 square feet of land.

From Patrick F. and Nora A. Noonan at the corner of Prospect Ave. and Riverdale Street, West Springfield, Mass., now or formerly.

Beginning at the North-east corner of the parcel herein described and at the intersection of the Southerly line of Prospect Ave. with the Westerly line of Riverdale Road-

Thence S. 4° 31' 30" W. by the Westerly line of Riverdale Road 11.23 feet to a stone bound-

Thence N. 73° 58' 40" W. by other land of the said Noonans, 51.03 feet to a concrete bound-

Thence S. 86° 46' 20" E. by the Southerly line of Prospect Ave. 50.00 feet to the point of beginning.

Containing 280 square feet of land.

AND the owners of the land, over which said highway is thus laid out, are allowed until the first day of March next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

T. J. Kennedy, Margaret Kennedy, Trustee \$ 1.00

Patrick F. and Nora A. Noonan 1.00

Payment to be made to the several parties damaged to the amount that may be found to be their due, by the Town of West Springfield, when entry is actually made upon the premises for highway purposes.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
) of the County
) of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss.

November 26, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

RESPECTFULLY REPRESENT your petitioners, each being an Inhabitant of the Town of West Springfield, that common convenience and necessity require the layout, location, relocation, alteration, widening and specific repairs in a certain highway located in said Town of West Springfield known as Burke Avenue beginning at Boulevard Street and running to City View Avenue.

West Springfield, Inhabitants of the Town of, Petrs. for layout, location, relocation, alteration, widening and specific repairs on Burke Avenue beginning at Boulevard Street and running to City View Avenue.

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Plan in Book 9,
Pages 75 to 87 Inclu.

WHEREFORE your petitioners pray that you will after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and make specific repairs on said way.

Dated this 1st day of February 1930.

Lena R. Clark
Lester K. Clark
John J. Krook
Maria Krook
Oscar Gullans
Maria Gullans
Gustav Kjar
Mathilda Kjar

Charles W. Avery
Daniel Shean
John J. Shiel
Irene C. Durkee
Mary G. Burke
Wm. Burke

The foregoing petition was entered on the 20th day of February 1930, and due proceedings having been had thereon, on the 17th day of December 1930, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 17, 1930

On the petition of the Inhabitants of the Town of West Springfield for layout, location, relocation, alteration, widening and specific repairs on Burke Avenue beginning at Boulevard Street and running to City View Avenue, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighth day of April, A. D. 1930, view said highway and hear all parties interested, and at the time of said view certain persons interested having objected, the Commissioners gave notice of a further hearing of said matter as required by Chapter 82 Section 5 of the General Laws, and all acts in amendment thereof and in addition thereto. Said hearing was held after due notice on the twenty-fifth day of June, 1930 at 10:30 o'clock in the forenoon at which time all persons who had objected at the hearing of April eighth, were present and were heard. Said hearing having been had, the Commissioners did adjudge that common convenience and necessity required that said highway should be located, relocated and monumented, and do now locate, relocate and order monuments to be set in the manner following:

Beginning at a stone in the Easterly line of North Boulevard at a point in said Easterly line 422.99 feet Northerly of a stone bound at the North Westerly line of Westfield St. where it intersects said Easterly line.

Thence by the North Westerly line of Burke Ave. as relocated by the County Commissioners, North 59 degrees and 47 minutes East, 1051.83 feet to a stone bound at the beginning of a curve.

Thence curving to the left or North by an arc whose radius is 100.28 feet, 92.76 feet to a stone at the end of this relocation and in

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the Westerly line of City View Ave.

The South Easterly line of Burke Ave. is parallel to and 33.00 feet distant at right angles, from the first course of this description, bearing North 59 degrees and 47 minutes east and extending 1013.45 feet from a stone in the Easterly line of North Boulevard to a stone at the beginning of a curve to the South into City View Ave.

AND the following described parcels of land are taken for purposes of said highway by right of Eminent Domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

From EDWARD FERRARA, now or formerly.- North Westerly side Burke Avenue. Beginning at a stone bound in the Easterly line of North Boulevard and in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners. The point of beginning is 422.99 feet Northerly by the Easterly line of North Boulevard, from a granite stone bound in the Northerly line of Westfield St. Thence by said North Westerly line of Burke Ave., North 59 degrees and 47 minutes East, 100.33 feet to a corner at land of Joseph Cimaroli. Thence South 29 degrees and 30 minutes East, 10.30 feet to a corner at the old line of Burke Ave. Thence by said old line, South 60 degrees and 30 minutes west, 105.00 feet to the East line of North Boulevard. Thence by said Easterly line of North Boulevard, North 2 degrees and 10 minutes West, 10.20 feet to point of beginning, containing 1000. square feet of land.

From JOSEPH CIMAROLI, now or formerly.- North Westerly side Burke Avenue. Beginning in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners, said point of beginning being 100.33 feet North Easterly by the line just mentioned from a stone bound in the Easterly line of North Boulevard. Thence North 59 degrees and 47 minutes East, 81.67 feet to land of John J. Shiel Jr., this course being along the North Westerly line as relocated by the County. Thence South 29 degrees and 30 minutes East, 11.35 feet to the old line of Burke Ave. Thence South 60 degrees and 30 minutes West by said old line of Burke Ave., 81.66 feet to a corner. Thence North 29 degrees and 30 minutes West 10.30 feet to point of beginning, containing 884. square feet of land.

From JOHN J. SHIEL, JR. now or formerly.- North Westerly side Burke Avenue. Beginning at land of Cimaroli and in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners. This point of beginning being 182.00 feet by the line just mentioned from a stone bound in the Easterly line of North Boulevard. Thence by the relocated North Westerly line of Burke Ave., North 59 degrees and 47 minutes East, 206.91 feet to land of Daniel Shean. Thence South 2 degrees and 39 minutes East 15.53 feet to the old line of Burke Ave. Thence by said old line, South 60 degrees 30 minutes West, 200.00 feet to land of Cimaroli. Thence North 29 degrees and 30 minutes West 11.35 feet to point of beginning. Containing 2523. square feet.

From DANIEL SHEAN, now or formerly, - North Westerly side Burke Avenue. Beginning in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners, at land of one Shiel, said point of beginning being 388.91 feet measuring by the line just mentioned from a stone bound at the Easterly line of North Boulevard. Thence North 59 degrees and 47 minutes East by said North Westerly line, 184.19 feet to land of G. and M. Kjar. Thence South 1 degree and 51 minutes East, 18.10 feet to land of C. W. Avery. Thence South 60 degrees and 30 minutes West, 182.63 feet by C. W. Avery and by the old North Westerly line of Burke Ave., partly on each, to a corner. Thence North 2 degrees and 39 minutes West, 15.53 feet to point of beginning, containing 2840 square feet.

From G. AND M. KJAR, now or formerly, - North Westerly side Burke Avenue. Beginning in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners, at land of one Shean, said point of beginning being 573.10 feet, by the North Westerly line just mentioned, from a stone bound in the Easterly line of North Boulevard. Thence North 59 degrees and 47 minutes East, 126.60 feet to land of Krook and Gullans. Thence South 1 degree and 54 minutes East, 1982 feet to land of Town of West Springfield. Thence by said Town partly and partly by C. W. Avery, to a corner. The bearing along the Town land being South 60 degrees and 26 minutes West, 90.65 feet and the course against C. W. Avery being South 60 degrees and 30 minutes West, 35.27 feet. Thence North 1 degree and 51 minutes West 18.10 feet to point of beginning, containing 2100. square feet of land.

From J. AND M. KROOK AND O. F. AND M. S. GULLANS, now or formerly, - North Westerly side Burke Avenue. Beginning in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners, at land of Kjar, said point of beginning being 699.70 feet, by the North Westerly line just mentioned, from a stone bound in the Easterly line of North Boulevard. Thence North 59 degrees and 47 minutes East, 192.10 feet to land of Annie L. Walden. Thence South 8 degrees and 48 minutes East, 14.84 feet to a line shown in book of plans L page 28 at Hampden County Registry of Deeds, as the North Westerly limit of a triangular piece of land given for street purposes by Annie L. Walden. Thence by the line just mentioned, South 61 degrees and 22 minutes West, 191.45 feet to a corner at land of Kjar. Thence North 1 degree and 54 minutes West, 9.82 feet to point of beginning, containing 2112. square feet.

From ANNIE L. WALDEN, now or formerly, - North Westerly side Burke Avenue. Beginning in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners, at land of Krook and Gullans, said point of beginning being 891.80 feet, by the North Westerly line just mentioned, from a stone bound in the Easterly line of North Boulevard. Thence North 59 degrees and 47 minutes East 100.28 feet to a corner at land of Ruth A. Farnsworth. Thence South 5 degrees

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and 06 minutes East, 18.22 feet to a corner in an old property line at land formerly of William Fox Jr. Thence by the North Westerly limit of a triangular piece of land shown in book of plans L page 28 at the Hampden County Registry of Deeds, as given by Annie L. Walden for street purposes, South 61 degrees and 22 minutes West, 98.00 feet to land of Krook and Gullans, at a corner. Thence by last named owners, North 8 degrees and 48 minutes West, 14.84 feet to point of beginning, containing 1550. square feet of land.

From RUTH A. FARNSWORTH, now or formerly, - North Westerly side Burke Avenue at City View Avenue. Beginning at a stone bound in the North Westerly line of Burke Ave. as relocated and extended by the County Commissioners and at the North Easterly end of a straight course which bears North 59 degrees and 47 minutes East from a stone bound in the Easterly line of North Boulevard, being also the beginning of a curve to the North and into City View Ave. The point of beginning is in the North Westerly line of a strip of land one rod wide which was reserved for street purposes in 1912 and which is shown on a plan of City View Park filed at the Hampden County Registry of Deeds. Thence curving to the North by an arc 75.32 feet in length, the radius being 100.28 feet, to land of Andrew Speed. Thence by last named, North 66 degrees and 48 minutes East, 174 feet to the Westerly line of City View Ave. Thence by said Westerly line, South 6 degrees and 47 minutes West, 8.63 feet to the beginning of a curve to the West, the radius being 50.00 feet. Thence by the curve just mentioned, 46.25 feet in a curved line to the South and West. Thence South 59 degrees and 47 minutes West, 25.07 feet to point of beginning, containing 250. square feet.

From ANDREW SPEED, now or formerly, - Westerly side of Burke Avenue at turn into City View Avenue. Beginning at land of Ruth A. Farnsworth at Burke Ave. and City View Ave. and on the Westerly side of the highway. Thence Northerly by a curved line whose radius is 100.28 feet, 17.44 feet to a stone bound. Thence South 6 degrees and 47 minutes West, 16.44 feet to a corner at land of Farnsworth. Thence South 66 degrees and 48 minutes West, 1.74 feet to point of beginning, containing 10.0 square feet.

From C. W. AVERY, now or formerly, - South Easterly side of Burke Avenue. Beginning at the North Westerly corner of land of C. W. Avery at a granite stone which also marks the North Easterly end of the North Westerly line of the existing highway. Thence along the North Westerly boundary of land of said Avery, North 60 degrees and 30 minutes East, 70.00 feet to a granite stone at land of the Town of West Springfield. Thence by said Town land, South 21 degrees and 45 minutes East, 16.61 feet to the Southerly or South Easterly line of Burke Ave. as relocated and extended by the County Commissioners. Thence by said relocated line, South 59 degrees and 47 minutes West, 70.00 feet to land of one Zacharia. Thence by last named land, North 21 degrees and 45 minutes West, 4.64 feet to a stone at the North Easterly end of the South Westerly line of

the existing highway. Thence continuing in the same course across the end of the existing or old highway, 12.88 feet to point of beginning, containing 1190. square feet.

From CATHERINE ZACHARIA, now or formerly,- South Easterly side Burke Avenue. Beginning in the old South Easterly line of Burke Ave. 339.39 feet by said line from the Easterly line of North Boulevard and at land of Ellen E. Scully. Thence North 60 degrees and 30 minutes East, by said old line of Burke Ave. 199.93 feet to a stone at the Easterly end of said line, at land of C. W. Avery. Thence South 21 degrees and 45 minutes East, 4.64 feet to a corner at said Avery's land, this point being also in the South Easterly line of Burke Ave. as relocated and extended by the County Commissioners. Thence South 59 degrees and 47 minutes West, 201.51 feet to land of Ellen E. Scully. This last course being by the relocated South Easterly line mentioned above. Thence by land of said Scully, North 13 degrees and 46 minutes West, 7.54 feet to point of beginning, containing 1210. square feet.

From ELLEN E. SCULLY, now or formerly,- South Easterly side Burke Avenue. Beginning at a stone bound in the Easterly line of North Boulevard distant 385.60 feet by said Easterly line from a granite stone in the Northerly line of Westfield St. Thence North 59 Degrees and 47 minutes East by the South Easterly line of Burke Ave. as relocated and extended by the County Commissioners, 343.35 feet to a corner at land of Caterine Zacharia. Thence North 13 degrees and 46 minutes West, 7.54 feet to the old line of Burke Ave. at last named land. Thence South 60 degrees and 30 minutes West, by the old line of Burke Ave., 339.39 feet to the Easterly line of North Boulevard. Thence South 2 degrees and 10 minutes East, by the Easterly line of North Boulevard, 13.13 feet to point of beginning, containing 3250. square feet of land.

The above general description and descriptions of takings are indicated on plan marked, "Burke Ave. in West Springfield, Mass., As Relocated For The County Commissioners, Dec. 1925, Scale 1" 50' By Steele Bros. Engrs."

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of April next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO	
Edward Ferrara	\$ 1.00
Joseph Cimaroli.	1.00
John J. Shiel Jr.	1.00
Daniel Shean	1.00
G. and M. Kjar	1.00
J. and M. Krook and O. F. and M. S. Gullans	1.00
Annie L. Walden	1.00
Ruth A. Farnsworth	1.00

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Andrew Speed	\$ 1.00
C. W. Avery	1.00
Catherine Zacharia	1.00
Ellen E. Scully	1.00

Payment to be made to the several parties damaged, by the Town of West Springfield, to the amount that may be found to be their due, when entry is actually made upon the premises for highway purposes.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Hampden, ss: County Commissioners' Meeting December 20, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Blandford, Citizens
of the Town of,
Petrs. for reloca-
tion, alterations
and specific repairs
on Otis-Blandford
Rd. beginning at a
point opposite one
Frank Babb and
extend to end of
said road or Otis-
Blandford line, more
or less, and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned citizens of the town of Blandford, in said County, that common convenience and necessity require that the highway known as the Otis-Blandford Road be relocated that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and other-
wise repaired as may be necessary, the work to begin at a point opposite one Frank Babb and extend to end of said road or Otis-Blandford line more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said county contribute to the expense of said repairs together with an appropriation from the State and Town.

Blandford, Mass.
March 7, 1930

S. A. Anderson }
Ira Bates } Citizens
L. D. Hawley }
Andrew Plouf } of Blandford.
W. E. Allen }
K. L. Palmer }

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 22nd day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 22, 1930

On the petition of the Citizens of the Town of Blandford for relocation, alterations and specific repairs on Otis-Blandford Road beginning at a point opposite one Frank Babb and extend to end of said road or Otis-Blandford line, more or less, and for aid.

It appearing that all persons and corporations inter-
ested therein had been duly notified of the time and place of meeting,
the said Commissioners did on the twenty-sixth day of May, A. D. 1930,

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view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Otis to Blandford and being known as the Otis Road, to repair, treat with bituminous material and otherwise improve about 4,250 feet, and to grade, surface with bituminous macadam and otherwise improve about 1,450 feet, the work to begin at station 98, and extend in a westerly direction to station 55+50; and beginning again at station 43, and extending in a westerly direction to station 38+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

John G. Maxfield	)	County
Charles W. Bray	)	Commissioners
	)	of the County
Edward J. Stapleton	)	of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the Congamond Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the College Highway and extend to the State Line for a distance of one and one-half miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of March A.D. 1930.

Joseph C. Galpin	)	Selectmen
Philip K. Hall	)	of
W. F. Johnson	)	Southwick.

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 26th day of November 1930, said Commissioners file the following Final Decree, to wit:

Southwick, Selectmen of, Petrs. for relocation, alterations and specific repairs on Congamond Road leading from Southwick to Suffield, Conn., and for aid.

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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 26, 1930

On the petition of the selectmen of the Town of Southwick for relocation, alterations and specific repairs on Congamond Road leading from Southwick to Suffield, Conn., and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Suffield, Connecticut to Southwick and being known as Congamond Road, to grade, surface with bituminous macadam and otherwise improve about 6544 feet, the work to begin at about station 0+00 on Congamond Road at the State highway and extending thence easterly on said Congamond Road for a distance of about 6544 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed EIGHT THOUSAND DOLLARS (\$8,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the highway leading from Southwick to Suffield, Connecticut, and known as the Point Grove Road, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the College Highway in Southwick Center and extend over Depot Street down Sheep-pasture Road and the Point Grove Road to the State Line for a distance of one and one-half miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs

Southwick, Selectmen of, Petrs. for relocation, alterations and specific repairs on Point Grove Road Sheep Pasture and Depot Street, leading from Southwick to Suffield, Conn., and for aid.

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Plans in Book 9,
Pages 69-74 Incl.

together with an appropriation from the State and Town.

Dated this eleventh day of March A.D. 1930.

Joseph C. Galpin	} Selectmen of Southwick.
Philip K. Hall	
A. F. Johnson	

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 26th day of November 1930, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 26, 1930

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs on Point Grove Road beginning at the College Highway in Southwick Center and extending over Depot Street, down Sheep-Pasture Road and the Point Grove Road to the State Line, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the ninth day of June A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered and specific repairs made thereon. Said Commissioners do now relocate, alter and order specific repairs on said highway in the manner following:

The layout is located on Point Grove Road, Sheep Pasture Road, and Depot Street, so called, and consists of three sections which are more fully described as follows:

Section No. 1.

This is located on Point Grove Road about 1/2 mile northwesterly of the dividing line between the towns of Suffield, Connecticut, and Southwick, Massachusetts, and consists of a widening on the westerly side of the present county layout.

The base line is that of the survey made by engineers of the Massachusetts Department of Public Works in January 1930, and begins at a point in the present roadway shown on plan as station 28+22.57, extending thence north 17° 11' 30" west for a distance of 145.83 feet; thence by a curve to the left of 300.61 feet radius for a distance of 182.21 feet to a point at the end of the section; shown on plan as station 31+50.61.

The westerly location line begins at a point on the westerly location line of the present county layout, said point bearing south 27° 53' 15" west and being 33.77 feet distant from the point of beginning of the above-described base line shown on plan as station 28+22.57, and extends thence, leaving said present county location line, north 19° 14' 43" west for a distance of 180.40 feet to a point bearing north 87° 56' 48" west and 32.18 feet distant from station 29+68.40 of said base line, thence by a curve to the left of 300.00 feet radius for a distance of 171.09 feet to a point at the end of the section, again

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on said present county location line, bearing south $71^{\circ} 52' 39''$ west and 30.09 feet distant from the point of ending of the aforesaid base line shown on plan as station 31+50.61.

The easterly location line remains unchanged being identical with that of the present county layout.

Section No. 2.

This is located on Point Grove Road about $\frac{3}{4}$ of a mile northwesterly of the aforesaid Suffield-Southwick town line, and consists of a widening on the northeasterly side of the present county layout.

The base line is that of the same survey as Section No. 1, hereinbefore described, and begins at a point shown on plan as station 37+55.91, extending thence northwesterly to northerly by a curve of 801.74 feet radius for a distance of 591.61 feet to a point shown on plan as station 43+47.52.

The southwesterly location line remains unchanged being identical with that of the present county layout.

The northeasterly location line begins at a point on the northeasterly location line of the present county layout, said point bearing south $37^{\circ} 40' 48''$ west and being 37.32 feet distant from the point of beginning of the above-described base line shown on plan as station 37+55.91, and extends thence, leaving said present county location line, westerly to northerly by a curve of 300.00 feet radius for a distance of 352.03 feet to a point at the end of the section, again on said present county location line, said point bearing south $60^{\circ} 53' 48''$ west and being 37.24 feet distant from station 40+75.19 of the above-described base line.

Section No. 3.

This is located on Sheep Pasture Road and Depot Street, and begins at a point on Point Grove Road, about 350 feet easterly of its junction with Sheep Pasture Road, extending thence northerly and northwesterly for about $\frac{3}{4}$ of a mile to the junction of Depot Street with the State highway between the towns of Westfield, Massachusetts, and Granby, Connecticut, as laid out May 23, 1922.

The base line is that of the same survey as Sections No. 1 and No. 2, hereinbefore described, and begins at a point on the present roadway of Point Grove Road about 350 feet easterly of its junction with Sheep Pasture Road, said point being shown on plan as station 56+10.14, extending thence, leaving Point Grove Road westerly to northerly by a curve of 300.01 feet radius for a distance of 464.16 feet; thence north $17^{\circ} 01' 15''$ east for a distance of 1055.41 feet; thence by a curve to the left of 872.23 feet radius for a distance of 393.20 feet; thence north $8^{\circ} 48' 30''$ west for a distance of 192.81 feet; thence by a curve to the right of 870.00 feet radius for a distance of 199.13 feet; thence north $4^{\circ} 18' 20''$ east for a distance of 152.66 feet; thence by a curve to the right of 423.80 feet radius for a distance of 177.36 feet; thence north $28^{\circ} 17' 05''$ east for a distance of 327.10 feet; thence by a curve to the left of 57.27 feet radius

for a distance of 82.21 feet; thence north $53^{\circ} 57' 25''$ west for a distance of 907.60 feet to a point at the end of the section, on the aforesaid State highway, shown on plan as station 94+61.78, said station being identical with station 138+37.04 of the base line of said 1922 State highway layout.

The westerly location line begins at a point on the northerly location line of the present county layout on Point Grove Road, as aforesaid, said point bearing south $50^{\circ} 34' 44''$ west and being 25.00 feet distant from station 57+78.76 of the above-described base line, and extends thence, leaving said county location line, parallel to the aforesaid base line and 25.00 feet distant therefrom to a point on the easterly side of Sheep Pasture Road, bearing north $87^{\circ} 10' 09''$ west and 25.00 feet distant from station 60+00 of the above-described base line; thence crossing Sheep Pasture Road, north $66^{\circ} 06' 09''$ west for a distance of 50.00 feet to a point on the westerly side thereof, bearing north $73^{\circ} 05' 21''$ west and 73.88 feet distant from the said station 60, thence north $23^{\circ} 53' 51''$ east for a distance of 331.77 feet to a point bearing north $72^{\circ} 58' 45''$ west and 25.00 feet distant from station 63+30.00, thence parallel to the above-described base line and 25.00 feet distant therefrom to a point bearing north $48^{\circ} 12' 07''$ west and 25.67 feet distant from station 82+44.87, thence north $29^{\circ} 03' 02''$ east for a distance of 218.09 feet to a point bearing north $69^{\circ} 32' 47''$ west and 22.25 feet distant from station 84+71.97; thence by a curve to the left of 45.00 feet radius for a distance of 65.19 feet to a point bearing south $66^{\circ} 20' 29''$ west and 18.53 feet distant from station 85+54.18; thence parallel to the above-described base line and 16.00 feet distant therefrom to a point bearing south $36^{\circ} 02' 35''$ west and 16.00 feet distant from station 93+79.16; thence by a curve to the left of 80.00 feet radius for a distance of 98.35 feet to a point at the end of the section and layout, on the southeasterly location line of the aforesaid 1922 State highway layout, said point bearing south $30^{\circ} 04' 07''$ west and being 69.59 feet distant from the point of ending of the above-described base line shown on plan as station 94+61.78.

The easterly location line begins at a point on the northerly location line of the aforesaid county layout on Point Grove Road, said point bearing north $18^{\circ} 22' 30''$ east and being 25.00 feet distant from the point of beginning of the above-described base line shown on plan as station 56+10.14, and extends thence, leaving said county location line, parallel to said base line and 25.00 feet distant therefrom to a point bearing south $73^{\circ} 44' 04''$ east and 25.60 feet distant from station 82+44.87; thence north $29^{\circ} 03' 02''$ east for a distance of 310.73 feet to a point bearing north $72^{\circ} 27' 33''$ east and 66.80 feet distant from station 85+17.78; thence north $57^{\circ} 30' 43''$ west for a distance of 73.80 feet to a point bearing north $36^{\circ} 02' 35''$ east and 38.00 feet distant from station 85+54.18; thence parallel to said base line and 38.00 feet distant therefrom to a point bearing north $13^{\circ} 39' 03''$ east and 41.10 feet distant from station 93+46.34; thence north $13^{\circ} 39' 03''$ east for a distance of 82.02 feet to a point at the end of the section

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and layout, on the southeasterly location line of the aforesaid 1922 State highway layout, said point bearing north $13^{\circ} 39' 03''$ east and being 123.12 feet distant from the aforesaid station 93+46.34 of the above-described base line.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From THE SOUTHERN NEW ENGLAND ICE COMPANY, now or formerly. A parcel of land on the westerly side of Point Grove Road, so-called, between station 28+91+ and station 31+67+, bounded as follows: Westerly by the westerly location line of the 1930 County layout for 351.49 feet; easterly by the westerly location line of the present county layout for about 362 feet; containing about 4700 square feet.

Parcel No. 2. From JOHN CHAPMAN, now or formerly. A parcel of land on the northeasterly side of Point Grove Road, so-called, between station 37+56+ and station 40+75.19, bounded as follows: Northeasterly by the northeasterly location line of the 1930 County layout for 352.03 feet; southwesterly by the northeasterly location line of the present county layout for about 367 feet; containing about 3,860 square feet.

Parcel No. 3. From JOHN CHAPMAN, now or formerly. A parcel of land comprising a cutoff or new location extending from the northerly side of Point Grove Road to the easterly side of Sheep Pasture Road; said parcel being located between station 56+10.14 and station 63+88+, and being bounded as follows: Northerly, northeasterly and easterly by the easterly location line of the 1930 county layout for about 733 feet; southerly by the northerly location line of the present county layout on Point Grove Road for 173.21 feet; southwesterly by the westerly location line of the 1930 county layout for about 240 feet; and westerly by the easterly side of Sheep Pasture Road for about 393 feet; containing about 21,600 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Southwick, Hampden County, Laid Out By The County Commissioners, Hor. Scale: 40 feet to the inch; Vert. Scale: 8 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

The Southern New England Ice Company, now or formerly . . . \$1.00
 John Chapman, now or formerly . . . 1.00
 John Chapman, now or formerly . . . 1.00

The work is to consist of grading, surfacing with bituminous macadam and otherwise improving Point Grove Road, Sheep Pasture Road and Depot Street, beginning at about station 10+25 on Point Grove Road, said station being about 1025 feet northwest of the Connecticut Line, to station 62+0 which is about 5175 lin ft; Sheep Pasture Road from station 62+0 to station 85+0 which is about 2300 lin ft; and Depot Road from station 85+0 to station 94+50 which is about 950 lin ft, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Southwick a sum not exceeding FOURTEEN THOUSAND FIVE HUNDRED DOLLARS (\$14,500.) towards the repairing of these highways.

The Town of Southwick shall pay all land damages.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 26, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said roads may be known as public highways forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Wilbraham and known as Wilbraham and known as Wilbraham Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 82+ and extend southerly to Hampden, East Longmeadow Road for a distance of 3700 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this tenth day of March 1930.

N. S. Kibbe }
 N. M. Carew } Selectmen
 J. J. Flynn } of the Town
 of Hampden

Hampden, Selectmen of the Town of, Petr. for relocation, alterations and specific repairs on Wilbraham Road leading from Hampden to Wilbraham, and for aid.

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 5th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 5, 1930

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Wilbraham Road leading from Hampden to Wilbraham, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to Wilbraham, and being known as the Wilbraham Road, to grade, surface with bituminous macadam and otherwise improve about 3,200 feet; the work to begin at the end of the section of said road improved in 1929, station 76, and extend in a southerly direction to station 78; beginning again at station 82+50, and extending in a southerly direction to station 112+50; and to grade, surface with bituminous macadam and otherwise improve about 100 feet of said road, the work to begin at station 113+, and extend in a westerly direction to the junction of Springfield Street and Longmeadow Road; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE THOUSAND EIGHT HUNDRED FIFTY DOLLARS (\$5,850.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

John G. Maxfield }
Charles W. Bray } County
Edward J. Stapleton } Commissioners
of the County
of Hampden.

Monson, Inhabitants
of the Town of, Petrs.
for specific repairs
on Silver Street lead-
ing from the Boston
Road to the Clarkson
and Baldwin places.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned inhabitants of the Town of Monson in said County, that common convenience and necessity require that the highway in the Town of Monson leading from the Boston Road to the Clarkson and Baldwin places, known as Silver Street should be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, that heretofore within one year from the date hereof, the Selectmen of the Town of Monson have been requested in writing to make such repairs and have unreasonably neglected to make such repairs.

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WHEREFORE your petitioners pray as set forth in Section 26 of Chapter 82 of the General Laws that your Honorable Board after notice, view and hearing, may make such specific repairs and order them to be made.

Dated this 12th day of March 1930.

Ernest D. Bugbee
Reed R. Aggas
Maude Clarkson
Hattie M. Peck
C. O. Churchill
Herbert A. Holland
Robert A. Baldwin
Samuel M. Avery
W. Albert J. Schmelzinger
Emma A. Schmelzinger
H. A. Edson, Mrs. H. A. Edson
Ethel L. Pannier
Philip H. Cornish
Henry A. Hewins
Henry A. Bowker
John W. McDermott

Springfield Chapter
Igaah Walton League
Laidley D. Hubbell,
Sec. Treas.

The foregoing petition was entered on the 13th day of March 1930, and due proceedings having been had thereon, on the 12th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1930

On the petition of the Inhabitants of the Town of Monson for specific repairs on Silver Street leading from the Boston Road to the Clarkson and Baldwin places.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Silver Street, this road be specifically repaired beginning at the Wilbraham line on the northerly end for a distance of about one mile; the brush to be cut back to the boundary, the road widened, many large stones to be removed, two culverts widened by the addition of 30 feet of 18 inch pipe, and 350 loads of gravel placed in sections represented as needing it most.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Monson a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Monson.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

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Palmer, Selectmen
of, Petrs. for re-
location, alterations
and specific repairs
on highway leading
from end of present
improved road east-
erly to present maca-
dam road in Spfld.
St. in village of
Three Rivers, and for
aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from the end of the present improved road easterly to the present macadam road in Springfield Street in the village of Three Rivers, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the present improved road and connect with the road as reconstructed last year.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocations and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of March 1930.

Ludwik Marhelewicz }
William B. Kerigan } Board
David B. Smith } of
Selectmen.

The foregoing petition was entered on the 21st day of March, 1930, and due proceedings having been had thereon, on the 29th day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 29, 1930

On the petition of the Selectmen of the Town of Palmer for relocation, alterations and specific repairs on highway leading from end of present improved road easterly to present macadam road in Springfield Street in village of Three Rivers, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Three Rivers to Ludlow, and being known as the Red Bridge Road, to grade, surface with gravel and otherwise improve about 2,500 feet, the work to begin at the end of the section of said road improved in 1929, station 50, and extend in an easterly direction to station 75; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FOUR THOUSAND FIVE HUNDRED DOLLARS (\$4,500.) towards the repairing of this highway.

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All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

John G. Maxfield }
 Charles W. Bray } County
 Edward J. Stapleton } Commissioners
 of the County
 of Hampden.

To The County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Montgomery to Westfield and known as the Main Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point near the house of Fred D. McQuat and extend towards Huntington for a distance of 1200 ft more or less also from a point near the intersection of the new State Road with the Main Road, and extend towards Huntington for a distance of 1200 ft more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this twenty-fourth day of March 1930.

Walter D. Allyn }
 Myron B. Avery } Selectmen
 Andrew J. Hall } of
 Montgomery

The foregoing petition was entered on the 29th day of March 1930, and due proceedings having been had thereon, on the 22nd day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 22, 1930

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on Main Road leading from Montgomery to Westfield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-sixth day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Westfield and being known as the Main Road, to grade, surface with gravel and otherwise improve about 1,900 feet, the work to begin at the end of the section of said road improved in 1923, station 37, and extend in a north-westerly direction to station 56,

Montgomery, Selectmen of, Petrs. for relocation, alterations and specific repairs on Main Road leading from Montgomery to Westfield, and for aid.

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beginning again at station 224 and extend in a north-westerly direction to station 229; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed TWO THOUSAND FIVE HUNDRED DOLLARS (\$2,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Chester, Selectmen
of, Petrs. for relo-
cation, alterations
and specific repairs
on Chester Hill Road
leading from Hunting-
ton to Middlefield,
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at Huntington and Chester Town line and extend north-erly for a distance of 7/10 ths of a mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expence of said repairs together with an appropriation from the State and Town.

Dated this 24th day of March 1930

John E. Cooney

L. J. Kelso

Thomas Rose

Selectmen of Chester

The foregoing petition was entered on the 2nd day of April 1930, and due proceedings having been had thereon, on the 5th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 5, 1930

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road leading from Huntington to Middlefield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that

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specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Huntington to Middlefield and being known as the Chester Hill Road, to grade, surface with gravel and otherwise improve about 2,300 feet, the work to begin at the Huntington line, station 0, and extend in a northerly direction to station 23; and to grade, surface with gravel and otherwise improve about 1,200 feet, beginning at station 23 and extend in a north-easterly direction to station 35; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SIX THOUSAND FIVE HUNDRED DOLLARS (\$6,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield	)	County
Charles W. Bray	)	Commissioners
Edward J. Stapleton	)	of the County
		of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Middlefield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at junction of Middlefield road and State Highway in Chester village and extend northerly for a distance of 1500 feet more or less. WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 24th day of March 1930

John E. Cooney

L. J. Kelso

Thomas Rose

Selectmen of Chester

Chester, Selectmen of, Petrs. for re-location, alterations and specific repairs on Middlefield Road leading from Chester to Middlefield, and for aid.

The foregoing petition was entered on the 2nd day of April 1930, and due proceedings having been had thereon, on the 14th day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1930

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on Middlefield Road leading from Chester to Middlefield, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of May, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chester to Middlefield, and being known as the Middlefield Road, to grade, surface with bituminous macadam and otherwise improve about 3,500 feet, the work to begin at the State highway, station 0, and extend in a northerly direction to station 35; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John C. Maxfield)
Edward J. Stapleton) County
Charles W. Bray) Commissioners
of the County
of Hampden.

Holland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Brimfield Road beginning at Ordway Farm, southerly for 2,000 feet, more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Brimfield to Holland and known as Brimfield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Ordway farm Sta. 37 and extend Southerly for a distance of 2,000 ft more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of March 1930.

Oliver L. Howlett)
James A. Roberts) Selectmen
Andrew Jay Bagley) of the Town
of Holland.

The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 5th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 5, 1930

On the petition of the Selectmen of the Town of Holland for relocation, alterations and specific repairs on Brimfield Road beginning at Ordway Farm, southerly, for 2,000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Holland to Brimfield, and being known as the Brimfield Road, to grade, surface with gravel and otherwise improve about 2,750 feet; the work to begin at the end of the section of said road improved in 1929, station 37, and extend in a southerly direction to station 59+50, beginning again at station 104+50, and extending in a southerly direction to station 109+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE THOUSAND TWO HUNDRED DOLLARS (\$5,200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Holland.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from Connecticut Line to Westfield and known as Westfield Street be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Connecticut Line and extend North for a distance of two miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alteration and may determine and specify such specific repairs and order them to be

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Westfield Street beginning at Conn. Line, north, for two miles, more or less, and for aid.

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made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this fourth day of April 1930

Edwin L. Talmadge

Giles W. Halladay

John L. Burke

The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 22nd day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 22, 1930

On the petition of the Selectmen of the Town of Agawam for relocation, alterations and specific repairs on Westfield Street beginning at the Connecticut line, north, for two miles, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fourth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Suffield, Connecticut, to Agawam, Mass., and being known as Westfield Street, to grade, surface with bituminous macadam and otherwise improve about 7,020 feet, the work to begin at the Connecticut line, station 0, and extend in a northerly direction to station 71, omitting the section between stations 59+39 and 60+13; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson line and extend Easterly for a distance of 1/2 mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 21st day of April 1930.

Richard L. Royce	} Selectmen of the Town of Wales.
Dawes S. Perry	
Maurice C. Hynes	

The foregoing petition was entered on the 24th day of April 1930, and due proceedings having been had thereon, on the 29th day of October 1930, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 29, 1930

On the petition of the Selectmen of Wales for relocation, alterations and specific repairs on Monson Road, beginning at Monson line and extending easterly for a distance of 1/2 mile more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-seventh day of June A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate and alter said highway in the manner following:

The layout is located on the Monson Road, so-called, and begins at the dividing line between the towns of Monson and Wales, extending thence easterly, in part by cut-offs or new locations of the present road, for about 5/8 of a mile; being more fully described as follows:

The base line begins at a point on the aforesaid Monson-Wales line, said point being shown on plan as station 0-02.88; and extends thence north 82° 25' 53" east for a distance of 325.89 feet; thence south 89° 31' 37" east for a distance of 331.03 feet; thence south 73° 16' 27" east for a distance of 337.62 feet; thence south 83° 57' 27" east for a distance of 872.23 feet; thence south 76° 11' 42" east for a distance of 788.94 feet; thence by a curve to the left of 800.00 feet radius for a distance of 558.78 feet; thence north 63° 47' 08" east for a distance

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Wales, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Monson Road, beginning at Monson line and extending easterly for a distance of 1/2 mile more or less, and for aid.

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Plans in Book 9,
Pages 40, 41 & 42

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of 188.39 feet to a point at the end of the layout, about 350 feet westerly of the school house, said point being shown on plan as station 34.

Length of layout equals 3402.88 feet.

The northerly location line begins at a point on the aforesaid Monson-Wales line, said point bearing north $0^{\circ} 24' 00''$ east and being 38.19 feet distant from the point of beginning of the above-described base line shown on plan as station 0+02.88, and extends thence north $81^{\circ} 56' 41''$ east for a distance of 228.22 feet to a point bearing north $8^{\circ} 03' 19''$ west and 39.76 feet distant from station 2+30.96; thence by a curve to the right of 1260.00 feet radius for a distance of 615.53 feet to a point bearing north $19^{\circ} 56' 04''$ east and 19.66 feet distant from station 8+33.23, thence by a curve to the left of 800.00 feet radius for a distance of 199.92 feet to a point bearing north $5^{\circ} 36' 58''$ east and 25.08 feet distant from station 10+38.91; thence south $84^{\circ} 23' 02''$ east for a distance of 644.70 feet to a point bearing north $5^{\circ} 36' 58''$ east and 29.88 feet distant from station 16+83.62; thence by a curve to the right of 2430.00 feet radius for a distance of 347.30 feet to a point bearing north $13^{\circ} 48' 18''$ east and 30.00 feet distant from station 20+27.13; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing north $26^{\circ} 12' 52''$ west and 30.00 feet distant from the point of ending of said base line shown on plan as station 34.

The southerly location line begins at a point on the aforesaid Monson-Wales line, said point bearing south $0^{\circ} 24' 00''$ west and being 23.47 feet distant from the point of beginning of the above-described base line shown on plan as station 0+02.88; and extends thence north $81^{\circ} 56' 41''$ east for a distance of 237.14 feet to a point bearing south $8^{\circ} 03' 19''$ east and 20.24 feet distant from station 2+30.96; thence by a curve to the right of 1200.00 feet radius for a distance of 586.21 feet to a point bearing south $19^{\circ} 56' 04''$ west and 40.34 feet distant from station 8+33.23; thence by a curve to the left of 860.00 feet radius for a distance of 214.91 feet to a point bearing south $5^{\circ} 36' 58''$ west and 34.92 feet distant from station 10+38.91; thence south $84^{\circ} 23' 02''$ east for a distance of 644.70 feet to a point bearing south $5^{\circ} 36' 58''$ west and 30.12 feet distant from station 16+83.62; thence by a curve to the right of 2370.00 feet radius for a distance of 338.72 feet to a point bearing south $13^{\circ} 48' 18''$ west and 30.00 feet distant from station 20+27.13; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point at the end of the layout, bearing south $26^{\circ} 12' 52''$ east and 30.00 feet distant from the point of ending of said base line shown on plan as station 34.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 73 of the General Laws and all acts in amendment thereof and in addition thereto.

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Parcel No. 1. From LORA M. DOW and GRACE D. CHAPIN. A parcel of land on the northerly side of the Monson Road, so-called, between Stations 0+0 and 4+91 $\frac{1}{2}$ bounded as follows: Northerly by the northerly location line of the 1930 County layout for about 492 feet; southerly by the northerly side of the Monson Road, as defined in part by a stone wall and in part by a wire fence for about 495 feet; and westerly by the dividing line between the towns of Monson and Wales for about 22 feet, containing about 7600 square feet.

Parcel No. 2. From LORA M. DOW AND GRACE D. CHAPIN. A parcel of land on the southerly side of the Monson Road, so-called, between Stations 4+67 $\frac{1}{2}$ and 5+97 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1930 County layout for about 130 feet; northerly by the southerly side of the Monson Road, as evidenced by a wall, for about 125 feet; and easterly by the westerly boundary of land of Fay K. Plumley for about 16 feet; containing about 800 square feet.

Parcel No. 3. From FAY K. PLUMLEY. A parcel of land in part on the southerly side of the present Monson Road and in part comprising a portion of a cut-off or new location for said road, all being located between Station 5+93 $\frac{1}{2}$ and Station 16+88 $\frac{1}{2}$ and being bounded as follows: Southerly by the southerly location line of the 1930 County Layout about 1087 feet; westerly by the easterly boundary of land of Lora M. Dow and Grace D. Chapin about 16 feet; northerly in part by the southerly side of the present Monson Road (as evidenced by a wall) and in part by the northerly location line of said 1930 County layout for a total distance of about 1082 feet; and easterly by the westerly boundary of land of Gustaf and Lillie Sandgren for about 62 feet; containing about 46,100 square feet.

Parcel No. 4. From FAY K. PLUMLEY. A parcel of land on the northerly side of the Monson Road, so-called, between Stations 9+36 $\frac{1}{2}$ and 10+29 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location line of the 1930 County layout about 90 feet; southerly by the northerly side of the Monson Road, as evidenced in part by a wall, for about 93 feet, containing about 425 square feet.

Parcel No. 5. From GUSTAF AND LILLIE SANDGREN. A parcel of land comprising in part a portion of a cut-off or new location of the Monson Road, so-called, and in part being on the southerly side of said road as at present located; all being between Station 16+70 $\frac{1}{2}$ and 18+63 $\frac{1}{2}$ and being bounded as follows: Southerly by the southerly location line of the 1930 County layout about 174 feet; westerly by the easterly boundary of land of Fay K. Plumley about 62 feet; northerly by the northerly location line of said 1930 County layout for about 91 feet; and northeasterly in part by the southerly side of the present Monson Road and in part by the southwesterly side of Stafford Road, so-called, for a total distance of about 122 feet, containing about 8300 square feet.

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Parcel No. 6. From GUSTAF AND LILLIE SANDGREN. A parcel of land on the southerly side of the Monson Road, so-called, between Station 19+05+ and Station 25+46+, bounded as follows: Southerly by the southerly location line of the 1930 County layout for about 630 feet; westerly by the easterly side of Stafford Road, so-called, for about 16 feet; northerly in part by the southerly side of the Monson Road (as evidenced in part by a wall) and in part by the northerly location line of said County layout for a total distance of about 641 feet; and easterly by the westerly boundary of land of William H. and Viola A. Bowden for about 61 feet; containing about 16,000 square feet.

Parcel No. 7. From WILLIAM H. AND VIOLA BOWDEN. A parcel of land comprising in part a portion of a cut-off or new location for the Monson Road, so-called, and in part being on the southerly side of said road as at present located, all being between Station 25+36+ and Station 28+69+ and being bounded as follows: Southerly by the southerly location line of the 1930 County layout about 319 feet; westerly by the easterly boundary of land of Gustaf and Lillie Sandgren about 61 feet; northerly by the northerly location line of said 1930 County layout and by the southerly side of the present Monson Road (as evidenced by a wall) for a total distance of about 323 feet; and easterly and southeasterly by the northwesterly side of a road separating other land of said Bowden from that of the herein described parcel for about 53 feet; containing about 18900 square feet.

Parcel No. 8. From WILLIAM H. AND VIOLA BOWDEN. A parcel of land on the southerly side of the Monson Road, so-called, between Station 29+26+ and 34+00, bounded as follows: Southerly by the southerly location line of the 1930 County layout for about 486 feet; northerly by the southerly side of a road separating other land of said Bowden from that of the herein described parcel, and by the southerly side of the present Monson Road, as evidenced by a wall for a total distance of about 484 feet; and northeasterly by the northeasterly end of the taking for about 17 feet; containing about 5100 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Wales, Hampden County, Laid Out By The County Commissioners, Scale 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of January next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

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TO:-

Lora M. Dow and Grace D. Chapin	\$1.00
Lora M. Dow and Grace D. Chapin	1.00
Fay K. Plumley	1.00
Fay K. Plumley	1.00
Gustaf and Lillie Sandgren	1.00
Gustaf and Lillie Sandgren	1.00
William H. and Viola Bowden	1.00
William H. and Viola Bowden	1.00

The work is to consist of grading, surfacing with gravel and otherwise improving about 1,250 feet on said road leading from Monson to Wales, and being known as the Monson Road, the work to begin at station 9+50, and extend in a northerly direction to station 22; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Wales, a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

October 31, 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Granville to New Boston and known as The Granville Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of last year's grant and extend West for a distance of 2500 ft. more or less.

Tolland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on the Granville Road beginning at end of last year's grant and extending west for a distance of 2500 feet more or less, and for aid.

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together with an appropriation from the State and Town.

Dated this 18th day of April 1930.

Franklin E. Waugh)
Alexander Brunk) Selectmen
Bentley C. Pratt) of the Town
of Tolland.

The foregoing petition was entered on the 25th day of April 1930, and due proceedings having been had thereon, on the 5th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 5, 1930

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on the Granville Road beginning at end of last year's grant and extending west for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the ninth day of June, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Granville to Tolland, and being known as the West Granville Road, to grade, surface with gravel and otherwise improve about 3,100 feet, the work to begin at the end of the section of said road improved in 1929, station 87, and extend in a westerly direction to station 118, and to grade, surface with gravel and otherwise improve about 1,150 feet of said road beginning at station 120, and extend in a westerly direction to station 131+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

Acting under G. L., c. 159, #59, as amended by St. 1923, c. 351, #1. the Department of Public Works of the Commonwealth of Massachusetts respectfully represents that a public way in the town of Palmer, in the County of Hampden and said Commonwealth, known as Brimfield Road, crosses the tracks of the Boston & Albany Railroad

DEPARTMENT OF PUBLIC
WORKS, COMMONWEALTH
OF MASSACHUSETTS,
Petr. for alteration
in crossing, B & A
Bridge No. 81.09,
Brimfield Rd. in
Palmer.

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Company by an overhead bridge, known as Boston & Albany Railroad bridge No. 81.09; that said bridge and its approaches are in the direct continuation of a State highway; and that the said Department deems it necessary for the security and convenience of the public that an alteration, which does not involve the abolition of a crossing at grade, should be made in said crossing, the approaches thereto, the location of said railroad or way or in the bridge at said crossing.

Wherefore, the said Department prays that your honorable board, after public notice, will hear all parties interested, and if you decide that such alteration is necessary, will prescribe the manner and limits within which it shall be made.

THE COMMONWEALTH OF MASSACHUSETTS,

DEPARTMENT OF PUBLIC WORKS,

by F. E. Lyman

Richard K. Hale

H. A. MacDonald

Dated May 13, 1930.

The foregoing petition was entered on the 15th day of May 1930, and due proceedings having been had thereon, on the 14th day of October 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1930

On the petition of the Department of Public Works, Commonwealth of Massachusetts, for an alteration in crossing, Boston & Albany Bridge No. 81.09, Brimfield Road in Palmer, which does not involve the abolition of a crossing at grade, the approaches thereto, the location of said railroad or way or in the bridge at said crossing, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fifth day of June, A. D. 1930, view said bridge and approaches, and hear all parties interested, and did adjudge that it is necessary for the security and convenience of the public that an alteration should be made in said crossing, which does not involve the abolition of a crossing at grade, and the approaches thereto, and that a new bridge should be built with connecting approaches, thereupon it is ORDERED that said crossing be altered and rebuilt in the manner and within the limits herein described and substantially in accordance with plans filed herewith and to the satisfaction of the County Commissioners:

- 1 - All the work is to be done substantially in accordance with plan entitled "The Commonwealth of Massachusetts Alteration of Bridge in Palmer Station 123+77.06 B & A R. R. Bridge 81.09 At Boston & Brimfield Road Scales as noted Office of Department of Public Works State House Boston, Mass., August 7, 1930 G.E.Harkness Bridge Engineer, A.W.Dean Chief Engineer" and profile entitled "The Commonwealth of Massachusetts Alteration

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of Bridge in Palmer Station 123+77.06 B & A R.R. Bridge
81.09 At Boston & Brimfield Road Hor. Scale 1" = 40'
Vert. Scale 1" = 8' Office of Department of Public Works
State House Boston Mass., August 7, 1930 G.E. Harkness
Bridge Engineer, A.W. Dean Chief Engineer."

- 2 - The present Brimfield Road southerly of the railroad is to be relocated easterly; a new road constructed on the northerly side of and parallel to the present Boston Road; the grade of the present Boston Road is to be lowered; and takings shall be made to accommodate these relocations, as shown on the accompanying plan. The grades of the various roads shall be as shown on the accompanying profiles, the maximum grade not to exceed 6.28 per cent.
- 3 - A new bridge shall be constructed spanning the Boston & Albany Railroad and the present Boston Road.
- 4 - A temporary Bridge shall be constructed of a width equal to the present bridge and of sufficient strength to provide for any load which may now legally use the existing bridge. This temporary bridge shall be maintained in good condition and remain in use until the new bridge is entirely finished and open to travel when it shall be entirely removed.
- 5 - The superstructure of the present bridge, consisting of pony trusses and plank floor, may be utilized as the temporary bridge above described subject to all the provisions before mentioned. If not utilized as a temporary bridge, it shall remain in place until the temporary bridge is constructed when it shall be entirely removed.
- 6 - The new superstructure spanning the Boston and Albany railroad shall consist of two through plate girders with the bottom flanges entirely encased in concrete. The two girders shall be connected by transverse floor beams encased in concrete supporting a reinforced concrete floor with a 2-inch bitulithic wearing surface.

The superstructure spanning the Boston Road shall consist of rolled girder sections, the outer beams only to be encased in concrete. The floor of this bridge shall be of reinforced concrete with a 2-inch bitulithic wearing surface. Fence on this span shall be City of Boston Standard metal fence. Both spans shall provide a width of roadway of 40 feet and a clear width of sidewalk on the easterly side of not less than 5 feet.

- 7 - The southerly abutment of the present railroad bridge shall be extended in an easterly direction with concrete to form a new south abutment. The present northerly abutment shall be extended westerly and form the south face of a new pier supporting the span over the Railroad and the Boston Road. A new abutment with suitable wing shall be constructed on the northerly side of the present Boston Road to support the span

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over the Boston Road. All of the substructures shall be made of concrete. The square distance between abutments of the railroad span shall be as is, approximately 53 feet 6 inches and a minimum headroom of 13 feet above the top of rail shall be provided. The square distance between abutments of the structure spanning the Boston Road shall be not less than 38 feet and a minimum headroom of not less than 14 feet shall be provided.

- 8 - All steel work in both the highway and railroad spans shall be designed in accordance with the Conference Specifications of the A.R.E.A. and A.A.S.H.O. for the H-20 loading, as specified therein.

All concrete, both plain and reinforced, whether in substructures or superstructures shall be designed according to the specifications of the Joint Committee of Engineering Societies.

- 9 - North of the railroad; the present Boston Road, the new roadway north of the Boston Road, together with all approaches to the span over the Boston Road shall be surfaced with cement concrete. South of the railroad; the relocated Brimfield Road from the southerly abutment of the present railroad bridge shall be surfaced with bituminous macadam. The width of the surfacing shall be in all cases as shown on the plan.

The land taken under this or any other decree shall be paid for by the Commonwealth of Massachusetts.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, each being an Inhabitant of the Town of Agawam, that common convenience and necessity require the layout, location, relocation, alteration, widening and specific repairs in a certain highway located in said Town of Agawam, known as (unnamed street or way) beginning at Mill Street, 750' westerly of junction of Silver Street and running to Silver Street, 830' westerly of junction of Mill St.

WHEREFORE your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and make specific repairs on said way.

Dated this 14th day of May 1930.

Arthur Rudman
Willard C. Crouse
Harold H. Shaylor
W. M. Shaylor
Roy S. Bailey

Agawam, Inhabitants of the Town of, Petrs. for layout, location, relocation, alteration, widening and specific repairs in a certain highway located in Agawam, (unnamed street or way) beginning at Mill St., 750' westerly of junction of Silver St., and running to Silver St. 830' westerly of junction of Mill St.

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Plan in Book 9,
Page 37.

The foregoing petition was entered on the 12th day of June 1930, and due proceedings having been had thereon, on the 14th day of October 1930, said Commissioners file the following Location Report, to wit:

Oct. meeting 1930

COMMONWEALTH OF MASSACHUSETTS

Hampden, SS. County Commissioners' Meeting October 14, 1930

On the petition of Inhabitants of the Town of Agawam praying for a highway to be laid out, located, relocated, altered, widened and specific repairs made (unnamed street or way) in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the 23rd day of July A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now locate said highway in the manner following:

Beginning at a concrete bound in the Northerly line of Silver Street, at a point 398.07 feet Easterly of the Westerly end of a course described in the location of Silver Street as bearing S. 67 W. 68 rods and 6 feet -

Thence along the Westerly line of Perry Street, N. 2 42' E. 385.32 feet to a concrete bound -

Thence N. 7 40' E. 211.98 feet to a concrete bound at the Northerly limit of this relocation -

Thence crossing Perry Street, S. 36 43' 15" E. 70.76 feet to a concrete bound at the Southeast corner of Perry Street and Elm Street -

Thence along the Easterly line of Perry Street, S. 7 40' W. 159.26 feet to a concrete bound -

Thence S. 2 42' W. 359.35 feet to a concrete bound in the Northerly line of Silver Street -

Thence along the Northerly line of Silver Street and crossing Perry Street S. 67 W. 54.93 feet to the point of beginning.

The above relocation of a part of Perry Street being 49.50 feet wide, measured at right angles.

The above description is shown on plan entitled,

Part of
Perry St. - Agawam, Mass.
As Located For The County Commissioners
Scale: 1 in. = 30 ft. August 1930
Steele Bros. Eng'rs.
West Springfield, Mass.

Note: Location Shown in Red

and filed in Clerk of Courts' Office, Court House and Registry of Deeds.

In the event that the carrying out of this order requires that land be acquired, same shall be acquired at the expense of the Town of Agawam.

Any improvement of said way shall be made at the expense of the Town of Agawam and all legal damages sustained, if any, by any abutter shall be paid by said Town.

Oct. meeting 1930

The road as herein located is within the way heretofore dedicated to public use.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

HAMPDEN, ss. County Commissioners' Meeting October 16, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS OF HAMPDEN COUNTY:

RESPECTFULLY REPRESENT your petitioner, Mayor of the City of Springfield, in said County, that common convenience and necessity require the layout, relocation and alteration of highway leading from Indian Orchard to Chicopee Falls and known as Bircham Bend Road or East Main Street, that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 0+00, which is the Springfield-Chicopee City Line, and extend southerly for a distance of 300 feet more or less.

WHEREFORE your petitioner prays that your Honorable Board after notice, view and hearing, may make such layout, relocation or alteration and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 17th day of June 1930.

Dwight R. Winter
 Mayor of the City of Springfield.

The foregoing petition was entered on the 23rd day of June 1930, and due proceedings having been had thereon, on the 5th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 5, 1930

On the petition of the Mayor of the City of Springfield for layout, relocation, alteration and specific repairs of Bircham Bend Road or East Main Street beginning at Springfield-Chicopee City line, southerly, for 300 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of August, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Chicopee to Springfield, and being known as East Main Street, to grade, surface with bituminous macadam and otherwise improve about 300 feet,

Springfield, Mayor of the City of Petr. for layout, relocation, alteration and specific repairs of Bircham Bend Road or East Main Street beginning at Spfld-Chicopee City Line, southerly for 300 feet more or less, and for aid.

Oct. meeting 1930

the work to begin at the Chicopee line, station 0, and extend in a southeasterly direction in Springfield to station 3; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Springfield.

John G. Maxfield)

Charles W. Bray) County
Commissioners
of the County
of Hampden.

Agawam, Inhabitants
of the Town of, Petrs.
for layout, location,
relocation, alteration
widening and specific
repairs on Letendre
Avenue beginning at
Springfield Street
and running to North
Street.

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Plans in Book 9,
Pages 46, 47 & 48.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, each being an Inhabitant of the Town of Agawam, that common convenience and necessity require the layout, location, relocation, alteration, widening and specific repairs in a certain highway located in said Town of Agawam, known as Letendre Avenue beginning at Springfield Street and running to North Street.

WHEREFORE your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and make specific repairs on said way.

Dated this 21st day of May 1930.

Mrs. Louisa G. Letendre	Feeding Hills, Mass.
Mr. Adelard J. Letendre	Feeding Hills, Mass.
Mr. T. Marieb	Feeding Hills, Mass.
Ernest Bouley	Feeding Hills, Mass.
Mrs. Edna Letendre	Feeding Hills, Mass.
Mr. Adam E. Letendre	Feeding Hills, Mass.
Mr. Louis F. Burns	Feeding Hills, Mass.

The foregoing petition was entered on the 18th day of July 1930, and due proceedings having been had thereon, on the 26th day of November 1930, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting November 26, 1930

On the Petition of the Inhabitants of the Town of Agawam praying for a highway to be laid out, located, relocated, altered, widened and specific repairs on Letendre Avenue, in Agawam. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fourth day of September A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now locate said highway in the manner following:

Beginning at a concrete bound at the intersection of the Northerly line of Springfield Street (layout of 1901) and the Easterly line of Letendre Avenue as herein described, at a point distant 129.10 feet Westerly from a granite stone bound in the Northerly line of Springfield St-

Thence S. $54^{\circ} 56'$ W. by said Northerly line of Springfield St. 41.33 feet to a concrete bound in the Westerly line of Letendre Ave. as herein described-

Thence N. $20^{\circ} 31'$ W. by said Westerly line of Letendre Ave. 1662.59 feet to a concrete bound in the Southerly line of North Street-

Thence N. $76^{\circ} 32'$ E. by the Southerly line of North St. 40.30 feet to a concrete bound in the Easterly line of Letendre Ave. as herein described-

Thence S. $20^{\circ} 31'$ E. by said Easterly line of Letendre Ave. 1647.26 feet to the point of beginning.

The width of Letendre Ave. to be 40 feet, measured at right angles.

Bearings used herein are referred to the County layout of Springfield Street dated 1901. On this basis the course of North Street described in the description of that street as bearing S. $76^{\circ} 28' 12''$ W. 3657.79 feet, becomes S. $76^{\circ} 32'$ W. as used herein.

The layout above described is indicated on a plan prepared by Steele Brothers, Engineers, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

LETENDRE AVENUE

Agawam, Mass.

As Located For The County Commissioners

November, 1930

By Steele Bros. Eng'rs.

Scale: 1" = 50'

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

From Taffy and Jenny Morieb, now or formerly. Beginning at a concrete bound at the intersection of the Northerly line of Springfield Street with the Westerly line of Letendre Ave. as located by the Commissioners of Hampden County, November 1930-

Thence N. $20^{\circ} 31'$ W. by the Westerly line of Letendre Avenue 175.25 feet-

Thence N. $66^{\circ} 33'$ E. 25.03 feet-

Thence S. $20^{\circ} 31'$ E. 170.00 feet - to an iron pipe in the Northerly line of Springfield St-

Thence S. $54^{\circ} 56'$ W. by said Northerly line, 25.83 feet to the point of beginning.

Containing 4315 square feet of land.

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From Ernest and Rose Bouley, now or formerly. Beginning at the South-easterly corner of the parcel herein described and at a point 170.00 feet Northerly from an iron pipe in the Northerly line of Springfield St-

Thence S. 66° 38' W. 25.03 feet-

Thence N. 20° 31' W. 178.88 feet-

Thence N. 78° 37' 30" E. 25.32 feet-

Thence S. 20° 31' E. 173.62 feet to the point of beginning.

Containing 4406 square feet of land.

From William E. Bouley, now or formerly. Beginning at the Southeasterly corner of the parcel herein described and at a point 343.62 feet Northerly from an iron pipe in the Northerly line of Springfield St-

Thence S. 78° 37' 30" W. 25.32 feet-

Thence N. 20° 31' W. 100.00 feet-

Thence N. 78° 37' 30" E. 25.32 feet-

Thence S. 20° 31' E. 100.00 feet to the point of beginning.

Containing 2500 square feet of land.

From Oscar Tisdell, Heirs or Devisees, now or formerly. Beginning at a point 443.62 feet Northerly from an iron pipe in the Northerly line of Springfield St and at the South-easterly corner of the Parcel herein described-

Thence S. 78° 37' 30" W. 25.32 feet-

Thence N. 20° 31' W. 100.00 feet-

Thence N. 78° 37' 30" E. 25.32 feet-

Thence S. 20° 31' E. 100.00 feet to the point of beginning.

Containing 2500 square feet of land.

From Louise G. Letendre, now or formerly. Beginning at the South-easterly corner of the parcel herein described and at a point 543.62 feet from an iron pipe in the Northerly line of Springfield St-

Thence S. 78° 37' 30" W. 25.32 feet-

Thence N. 20° 31' W. 598.89 feet-

Thence N. 76° 07' E. 25.17 feet- to a stone bound-

Thence S. 20° 31' E. 600.00 feet- to the point of beginning.

Containing 14,986 square feet of land.

From Adelard J. and Alice A. Letendre, now or formerly. Beginning at the South-easterly corner of the parcel herein described and at a point 1143.62 feet Northerly from an iron pipe in the Northerly line of Springfield St-

Thence S. 76° 07' W. 25.17 feet-

Thence N. 20° 31' W. 121.00 feet-

Thence N. 76° 07' E. 25.17 feet-

Thence S. 20° 31' E. 121.00 to a stone bound at the point of beginning.

Containing 3025 square feet of land.

From Edward and Louise G. Letendre, now or formerly. Beginning at the South-easterly corner of the parcel herein described and at a point 1264.62 feet Northerly from an iron pipe in the Northerly line of Springfield St-

Thence S. 76° 07' W. 25.17 feet-
 Thence N. 20° 31' W. 63.08 feet-
 Thence N. 81° 05' E. 25.52 feet-
 Thence S. 20° 31' E. 60.86 feet to the point of beginning.
 Containing 1549 square feet of land.

From the Town of Agawam, now or formerly. Beginning at a concrete bound at the intersection of the Southerly line of North Street with the Westerly line of Letendre Ave-

Thence N. 76° 32' E. by the Southerly line of North Street 40.30 feet to a concrete bound in the Easterly line of Letendre Ave-
 Thence S. 20° 31' E. 328.02 feet-
 Thence S. 78° 21' 30" W. 15.18 feet-
 Thence S. 81° 05' W. 25.52 feet-
 Thence N. 20° 31' W. 325.49 feet to the point of beginning.
 Containing 13,080 square feet of land.

From Frank and Emma Broz, now or formerly. Beginning at an iron pipe in the Northerly line of Springfield St and at the South-westerly corner of the parcel herein described-

Thence N. 20° 31' W. 1325.48 feet-
 Thence N. 78° 21' 30" E. 15.18 feet-
 Thence S. 20° 31' E. 1319.24 feet to a concrete bound at the intersection of the Easterly line of Letendre Ave with the Northerly line of Springfield St-

Thence S. 54° 56' W. by the Northerly line of Springfield St. 15.50 feet to the point of beginning.

Containing 19,835 square feet of land.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of March next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:
 To

Taffy and Jenny Morieb	\$1.00
Ernest and Rose Bouley	1.00
William E. Bouley	1.00
Oscar Tisdell, Heirs or Devisees.	1.00
Louise G. Letendre.	1.00
Adelard J. and Alice A. Letendre	1.00
Edward and Louise G. Letendre	1.00
Town of Agawam	1.00
Frank and Emma Broz	1.00

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Payment to be made by the Town of Agawam to the several parties damaged to the amount that may be found to be their due, when entry is actually made upon the premises for highway purposes.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners

HAMPDEN, ss. County Commissioners' Meeting November 26, A.D. 1930

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Chester, Selectmen of the Town of, Petrs. for specific repairs on Main St., beginning at Town Bridge on Main Street extending westerly to Huntington Street, 600' more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Chester Depot to Huntington St. and known as Main Street be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Town Bridge on Main St. and extend westerly to Huntington Street for a distance of 600 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town of Chester.

Dated this 19th day of July 1930.

John E. Cooney)
Thomas Rose) Selectmen
L. J. Kelso) of the Town
of Chester

The foregoing petition was entered on the 23rd day of July 1930, and due proceedings having been had thereon, on the 19th day of November 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 19, 1930

On the petition of the Selectmen of the Town of Chester for specific repairs on Main Street beginning at the Town Bridge on Main Street extending westerly to Huntington Street, 600 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fourth day of September, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid,

Oct. meeting 1930.

said Commissioners order the following repairs made on Main Street, this road be specifically repaired by grading, resurfacing with trap rock and asphalt, four (4) inches, beginning at the westerly end of Main Street bridge in Chester and continuing for a distance of four hundred feet (400') to the junction of Middlefield Street and to Huntington Street near Hemenways's Drug Store.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

John G. Maxfield)
 Edward J. Stapleton) County
 Charles W. Bray) Commissioners
 of the County
 of Hampden.

County Commissioners,
 Hampden County,
 Springfield, Mass.
 Gentlemen:

Nov. 4, 1930.

Herewith is plan No. 4965 showing the location of witness monuments set and marked, indicating the location of the stone bound now set on what purports to be the southeast corner of Blandford, the southwest corner of Russell, and in the northern line of the town of Granville. The new bounds are set as follows:

On the town line of Granville and Blandford, running from the acient bound North 76° 53' 47" West,

1,216.2 feet and 1,414.6 feet respectively;

On the town line between Blandford and Russell, on

the line running from the ancient bound North 12°

26' 06" East, 1,427.4 feet and 1,791.8 feet respectively;

On the town line between Granville and Russell, on the

line running from the ancient bound South 72° 16' 41"

East 707.3 ft. and 864.4 ft. respectively.

These monuments indicate accurately the location of the bound to be flooded, and these witness monuments are set in line with the nearest established bound on each of the respective town lines.

Permission is hereby requested to cover the corner bound as above described, this bound being within the area flooded by the Cobble Mt. Reservoir.

Yours very truly,

Elbert E. Lockridge.

Chief Engineer.

EEL:BBT
 Enc. (1)

The foregoing petition was entered on the 4th day of November 1930, and due proceedings having been had thereon, on the 12th day of November 1930, said Commissioners file the following Final Decree, to wit:

Springfield, City of
 Petrs. for permission to cover the corner bound stone at the corner on what purports to be the southeast corner of Blandford, the southwest corner of Russell and in the northern line of Granville, and to erect witness marks.

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Plan in Book 9,
 Page 44.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 12, 1930

In the matter of the petition of the City of Springfield for permission to cover the corner bound stone at the corner on what purports to be the southeast corner of Blandford, the southwest corner of Russell and in the northern line of Granville, and set witness marks, after consultation with the Selectmen of the Towns of Blandford, Russell and Granville, and with the consent of said Towns, and after due consideration, the County Commissioners hereby grant permission to the City of Springfield to cover said bound and to erect witness marks as set forth in said petition, as follows:

On the town line of Granville and Blandford, running from the ancient bound North 76° 58' 47" West, 1,216.2 feet and 1,414.6 feet respectively;

On the town line between Blandford and Russell, on the line running from the ancient bound North 12° 26' 06" East, 1,427.4 feet and 1,791.8 feet respectively;

On the town line between Granville and Russell, on the line running from the ancient bound South 72° 16' 41" East 707.3 ft. and 864.4 ft. respectively.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

The Town of Blandford approves by:

S. A. Anderson }
F. B. Hart } Board
A. H. Smith } of
Selectmen

The Town of Russell approves by:

E. D. Parks }
A. H. Moltenbrey } Board
C. E. Wyman } of
Selectmen

The Town of Granville approves by:

E. A. Jensen }
David F. Kenney } Board
Porter T. Frisbie } of
Selectmen

Ludlow, Selectmen of the Town of, Petrs. for specific repairs on elimination of Holyoke Street overpass project, between the Town of Ludlow and City of Chicopee, and for aid.

To the Honorable County Commissioners of the County of Hampden:

RESPECTFULLY REPRESENT YOUR PETITIONERS, the Selectmen of the Town of Ludlow, that common convenience and necessity require the elimination of the Holyoke Street overpass project, between the Town of Ludlow and the City of Chicopee.

WHEREFORE, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed \$1600.00 towards the expense of said repairs, together with the State and Town.

Dated this thirty-first day of October One Thousand Nine Hundred and Thirty.

Arthur C. Brodeur } Board of
John Supernaw } Selectmen
Robert H. Munsing } Ludlow, Mass.

The foregoing petition was entered on the 4th day of November 1930, and due proceedings having been had thereon, on the 10th day of December, 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 10, 1930

On the petition of the Selectmen of the Town of Ludlow for specific repairs on elimination of Holyoke Street overpass project, between the Town of Ludlow and City of Chicopee, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the tenth day of December, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made, to grade, surface with gravel and otherwise improve about 850 feet of the road in Ludlow leading to Holyoke, and being known as Holyoke Street, the work to begin at a point about 250 feet west of Fuller Street, station 2+50, and extend in a westerly direction to station 11; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND SIX HUNDRED DOLLARS (\$1,600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden:

Respectfully represent your petitioners each being a Selectman of Granville, that common convenience and necessity requires specific repairs of a highway leading from Main Road southerly to South Lane beginning near the South Lane Road and extending north 500 feet or more.

Wherefore your petitioners pray that you will after due notice, view and hearing, proceed to lay out, locate, relocate, alter, widen and construct and make specific repairs of a highway as above represented.

Dated this 10th day of November 1930.

Selectmen { E. A. Jensen
of { Porter T. Frisbie
Granville { David F. Kenney

Granville, Selectmen of, Petrs. for layout location, relocation, alteration, widening, construction and specific repairs on highway leading from Main Road southerly to South Lane beginning near the South Lane Road and extending north 500 feet or more.

Oct. meeting 1930

The foregoing petition was entered on the 13th day of November 1930, and due proceedings having been had thereon, on the 17th day of December 1930, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 17, 1930

On the petition of the Selectmen of Granville for layout, location, relocation, alteration, widening, construction and specific repairs on highway leading from Main Road southerly to South Lane beginning near the South Lane Road and extending north 500 feet or more.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of December, A. D. 1930, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said road known as Barnard Road, this road be specifically repairs beginning at bar-way and oak tree near South Lane Road and ending at large oak tree, this piece of road being 360 ft. long, 16 ft. wide and 12 in. deep; another piece 300 ft. long, 16 ft. wide and 6 in. deep beginning at David Kinney's driveway which already had a stone base, continuing from this 300 ft. a piece 225 ft. long, 18 ft. wide and 12 in. deep, ending at apple tree at corner of David Kinney and Barnard lots; small stones to be put in where ditches are deep and several large stones to be blasted out of ditches.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville the sum of FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Report on Cobble
Mountain Dam

October 8, 1930

Report from James L. Tighe, Engr. on Cobble
Mountain Dam.

October 8, 1930

The Hon. the County Commissioners,
Hampden County,

Springfield, Mass.

John G. Maxfield, Chairman

Dear Sir:

I beg to report that since September 20, last, when the depositing of the earth fill by sluicing was resumed in the construction of the Cobble Mountain Dam, the fill has been raised ten feet and is now at elevation 790. The sluicing is continuous and the amount of the

Oct. meeting 1930

material being sluiced into place at present runs from 5,000 to 6,000 cubic yards per day of twenty-four hours.

On October 1, excavation on the spillway was resumed.

Respectfully submitted,

James L. Tighe

October 8, 1930

Voted, to award County of Hampden Notes #380-383 incl. for \$40,000. to Old Colony Corp. of Boston at 2.50% discount.

Vote

Ordered, County Treasurer, authorized and directed to pay \$2,679. to E. J. Pinney, Inc., on acct. of Spfld. District Court House Contract.

Orders

Ordered, County Treasurer authorized and directed to pay \$320. to Interstate Electric Const. Corp. on acct. of electrical contract of Spfld District Court House.

Ordered, County Treasurer, authorized and directed to pay \$600. to Soland & Johnson on acct. of plumbing contract of Spfld. District Court House.

Voted, to award contract for Cabinet Work for new Spfld. District Court Building to MEEKINS, PACKARD & WHEAT, INC. Springfield, Mass., for \$4,965.50.

Votes

Voted, to award contract for Window Shades for new Spfld. District Court Building to SPRINGFIELD WINDOW SHADE MFG. COMPANY, Springfield, Mass., for \$400.00.

Ordered, County Treasurer, authorized and directed to pay sum of \$1,575.93 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Orders

Ordered, County Treasurer, authorized and directed to pay sum of \$10,514.51 to City of Chicopee on acct. of County's proportion of cost of work done on Birchem Bend Road (Indian Orchard Road) in Chicopee.

Ordered, County Treasurer authorized and directed to pay \$415.15 to Town of Palmer on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, County Treasurer, authorized and directed to pay \$104.71 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, County Treasurer authorized and directed to pay sum of \$3,790.85 to Town of West Springfield on acct. of County's proportion of cost of work done on King's Highway.

Approval of Appointment of Helen Z. Greeley as third assistant clerk of courts for the County of Hampden.

Appointment
Helen Z. Greeley

Oct. meeting 1930 Vote	October 14, 1930	Voted to award contract for Electric Fixtures for new Springfield District Court Building to THE HALL GALERIES, ALBERT STEIGER CO., of Springfield, Mass., for \$2,975.00.
Permit to be at liberty, revoked. To be returned to House of Correction.		Ordered that permit to be temporarily at liberty granted to Thomas J. Deveno on May 21, 1930 is revoked, and Sheriff is required to take and return him to the House of Correction to serve balance of his sentence.
Report on Cobble Mountain Dam.	October 22, 1930	Report from James L. Tighe, Engr. on Cobble Mountain Dam.
	October 21, 1930	<p>The Hon. the County Commissioners Hampden County Springfield, Mass. John G. Maxfield, Chairman.</p> <p>Dear Sir:</p> <p>The construction of the Cobble Mountain Dam is being diligently prosecuted. Since September 20, last, when the sluicing of the earth-fill was resumed the dam has been raised about twenty (20) feet. It is now at elevation 800. When completed the top will be at elevation 965.</p> <p>Respectfully submitted,</p> <p>James L. Tighe</p>
Orders	October 22, 1930	<p>Ordered, that the sum of \$431.06 which is balance of County's proportion of cost of work done on Brimfield Road, Holland, be paid from County Treasury to Town of Holland. Case No. 19-1930.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$1,667.65 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$5,579.50 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.</p>
Vote		Voted, to award contract for wood furniture for new Springfield District Court Building to <u>William H. McGrath</u> of Holyoke, Mass., for \$4,560.53.
Order	October 29, 1930	Ordered, County Treasurer authorized and directed to pay \$10,000. to Hampshire County on Tuberculosis Hospital Account which is balance of assessment for year 1929.
Report on Cobble Mountain Dam.	November 5, 1930	Report from James L. Tighe, Engr. on Cobble Mountain Dam.
	November 4, 1930.	<p>The Hon. The Board of County Commissioners, Hampden County, Springfield, Mass. John G. Maxfield, Chairman.</p> <p>Dear Sir:</p> <p>I beg to report that the work at Cobble Mountain Dam is progressing. The sluiced earth-fill deposited in place is now at elevation 806 or</p>

Oct. meeting 1930

about 26 feet higher than it was when the sluicing was resumed on September 20th last.

The excavation of the spillway channel is practically completed and the foundations of the concrete spillway wall and bridge to carry roadway across channel are being prepared. Likewise the construction of the core concrete cut-off wall up the south slope was resumed on Thursday last, October 30th.

Respectfully submitted,

James L. Tighe

November 5, 1930

Voted, to award contract for metal furniture and filing cases for new Springfield District Court Building to W. A. Lieson Co., of Springfield, Mass.

Vote

Ordered, County Treasurer, authorized and directed to pay sum of \$950. to Town of Chester on acct. of County's proportion of cost of work done on Chester Hill Rd. in Chester.

Orders

Ordered, that the sum of \$28.70 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.

Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road.

Ordered, County Treasurer authorized and directed to pay sum of \$10,006.35 to Town of Southwick on acct. of County's proportion of cost of work done on Point Grove Road, Congamond Road and Sheep Pasture Road in Southwick.

Ordered, County Treasurer authorized and directed to pay \$800. to Town of Tolland on acct. of County's proportion of cost of work done on West Granville Road in Tolland.

November 7, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$1,960. to Town of Montgomery on acct. of County's proportion of cost of work done on Main Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,225. to Town of Chester on acct. of County's proportion of cost of work done on East River Road.

Ordered, County Treasurer authorized and directed to pay sum of \$1,179.01 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road.

Ordered, County Treasurer authorized and directed to pay sum of \$3,700.51 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Ordered, County Treasurer authorized and directed to pay sum of \$7,200. to E. J. Pinney, Inc., on acct. of Springfield District Court House contract.

Oct. meeting 1930		
Orders	November 7, 1930	Ordered, County Treasurer authorized and directed to pay sum of \$100. to Soland & Johnson on acct. of plumbing contract of Springfield District Court House.
		Ordered, County Treasurer authorized and directed to pay sum of \$100. to Interstate Electric Const. Corp. on acct. of the electrical contract of Springfield District Court House.
	November 12, 1930	Ordered, County Treasurer authorized and directed to pay sum of \$2,040. to J. J. Cotter Co., on acct. of heating and ventilating system contract of Springfield District Court House.
Bill Approved		Bill of Richard D. Kimball Co., Boston, in connection with heating system, Spfld. District Court Bldg. in the amount of \$48.96 approved by County Commissioners for payment.
Orders		Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Granville for work done on part of Lake Street.
		Ordered, that the sum of \$499.95 be paid from County Treasury to Town of Granville for work done on part of South Lane Road.
		Ordered that the sum of \$500. which is balance of County's proportion of cost of work done on Montgomery Road in Russell be paid from County Treasury to Town of Russell.
Corrected Order		Order supplementing order of County Commissioners dated 9/10/30 and to correct an error, that \$122.59 additional which is balance of County's proportion of cost of work done on Pond Road and North Road be paid from County Treasury to City of Westfield.
Order		Ordered, County Treasurer authorized and directed to pay to Treasurer of Commonwealth of Mass., on State Highway Account the sum of \$42,696.50.
Released from Training School, on parole.		Released from Hampden County Training School on parole, GEORGE BURNS.
Order		Ordered, that the work of constructing the new Springfield District Court Building be accepted by the County as completed in accordance with the plans and specifications and contract.
Report on Cobble Mountain Dam.	November 19, 1930	Report from James L. Tighe, Engr. on Cobble Mountain Dam.
	November 19, 1930	
	The Hon. The County Commissioners Hampden County Springfield, Mass. John G. Maxfield, Chairman: Dear Sir: The sluiced earth fill deposited in the Cobble Mountain Dam is now at elevation 814 or eighty-four (84) feet above the stream-bed.	

Oct. meeting 1930

When completed the elevation of the top of the structure will be 965 thus showing that the fill has yet to be raised one hundred and fifty-one (151) feet.

The concrete cutoff wall up the south slope has been finished and the plant for the mixing and depositing in place of the concrete in the spillway bridge is being erected.

Respectfully submitted,

James L. Tighe

November 19, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$2,023.65 to the Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Holland.

Orders

Ordered, that the sum of \$400. be paid from County Treasury to Town of Holland for work done on Brimfield Road in Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$835.96 to the Town of Monson on acct. of County's proportion of cost of work done on State Avenue in Monson.

Ordered, County Treasurer authorized and directed to pay sum of \$2,046.81 to Town of Palmer on acct. of County's proportion of cost of work done on Red Bridge Road in Palmer.

Ordered, County Treasurer authorized and directed to pay sum of \$1,554.27 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

November 26, 1930

Ordered, that the sum of \$800. be paid from County Treasury to Town of Blandford for work done on Beech Hill Road.

Ordered, that the sum of \$175.00 which is balance of County's proportion of cost of work done on East River Road in Chester be paid from County Treasury to the Town of Chester.

Ordered, County Treasurer authorized and directed to pay \$10,000 to Boston & Main Railroad as County of Hampden's share for expense and charges in connection with rebuilding Grattan St. Bridge, #6.05 (old #8) and approaches, in Chicopee.

Ordered, County Treasurer authorized and directed to pay sum of \$2,300 to the Town of Hampden on acct. of County's proportion of cost of work done on Wilbraham Road in Hampden.

Ordered, that the sum of \$500.00 be paid from County Treasury to Town of Monson for work done on Silver Street.

November 26, 1930

Ordered, that the sum of \$540. which is balance of County's proportion of cost of work done on Main Road in Montgomery be paid from County Treasury to Town of Montgomery.

Ordered, that the sum of \$4,000 be paid from County Treasury to Town of Wilbraham for work done on South Main Street.

Oct. meeting 1930		
Inspection of Jail and House of Correction	December 1, 1930	Report of inspection of Jail and House of Correction by County Commissioners in accordance with G. L. Ch. 126 Section 1.
Report on Cobble Mountain Dam.	December 3, 1930	Report from James L. Tighe, Engr. on Cobble Mountain Dam.
		December 1, 1930
	<p>The Hon. the County Commissioners Hampden County, Springfield, Mass. John G. Maxfield, Chairman:</p> <p>Dear Sir:</p> <p>I beg to report that because of the freezing weather the depositing of the earthfill in place by sluicing in the Cobble Mountain dam had been discontinued on Friday last at 10 a.m.</p> <p>It is not likely that this work will be resumed until the Spring and after all the frost is out of the ground. The sluiced earthfill is now at elevation 819 or 146 feet below the top of the dam.</p> <p>The placing of the rock-fill in the downstream toe, excavation for the concrete cut-off wall on the North slope and the finishing of the excavation of the spillway are to be continued.</p> <p>Respectfully submitted, James L. Tighe</p>	
John J. Murphy elected County Treasurer.	December 3, 1930	The copies of the records of votes for County Treasurer having been examined and counted, it appears that John J. Murphy of Holyoke has Forty-Six Thousand Two Hundred Thirty-Eight votes and Fred A. Bearse of Springfield has Forty-Four Thousand Seven Hundred Ninety-Nine votes. Blank votes, One Thousand Six Hundred Seventy-Three. The said John J. Murphy of Holyoke, having the highest number of votes is declared to be elected.
Voted to appoint Mrs. Agnes M. Tierney Telephone Operator. Mrs. Mary A. Carolan Relief Telephone Operator.	December 4, 1930	Voted to appoint Mrs. Agnes M. Tierney as Telephone Operator and Mrs. Mary A. Carolan as Relief Telephone Operator in the new Springfield District Court Building, commencing Dec. 8, 1930.
Orders	December 10, 1930	<p>Ordered, County Treasurer authorized and directed to pay sum of \$109. to Interstate Electric Const. Corp. on acct. of electrical contract of Spfld. District Court House.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$4,200 to Meekins, Packard and Wheat, on acct. of contract for cabinet work in Spfld. District Court House.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$350. to Springfield Window Shade Mfg. Co., on acct. of window shade contract of Springfield District Court House.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$2,403.45 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield St. in Agawam.</p>

December 10, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$3,495.53 to City of Chicopee on acct. of County's proportion of cost of work done on Birchem Bend Road (Indian Orchard Road) in Chicopee.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$3,404.25 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road.

Ordered, County Treasurer authorized and directed to pay sum of \$476.44 to City of Springfield on acct. of County's proportion of cost of work done on East Main Street in Springfield.

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Blandford for work done on Blandford-Otis Road.

Ordered, that the sum of \$1456. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$500. which is balance of County's proportion of cost of work done on Middlefield Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$500. be paid from County Treasury to Town of Chester for work done on Main Street.

Ordered, that the sum of \$2,500. be paid from County Treasury to Town of East Longmeadow for work done on Parker Street.

Ordered, that the sum of \$5,500. be paid from County Treasury to Town of Granville for work done on Main Road.

Ordered, that the sum of \$250. which is balance of County's proportion of cost of work done on Wilbraham Road be paid from County Treasury to Town of Hampden.

Ordered, that the sum of \$1,000. which is balance of County's proportion of cost of work done on Granville Road be paid from County Treasury to Town of Tolland.

December 11, 1930

Voted, that Mr. James H. Foren,
Mr. Julius E. Lowe,
Mr. L. E. Hubert,
Mr. John J. Somers, and
Mr. George Huot
be and they are hereby appointed Janitors in new Springfield District Court Building and Court House.

Mr. James H. Foren
Mr. Julius E. Lowe
Mr. L. E. Hubert
Mr. John J. Somers
Mr. George Huot
appointed Janitors

December 17, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$1,741.51 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue.

Orders

Oct. meeting 1930

Orders

December 17, 1930

Ordered, County Treasurer authorized and directed to pay sum of \$4,077.45 to City of Springfield on acct. of County's proportion of cost of work done on Putts Bridge.

Ordered, County Treasurer authorized and directed to pay sum of \$1,685.94 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Rd. in Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$4,077.45 to Town of Ludlow on acct. of County's proportion of cost of work done on Putts Bridge.

Ordered, County Treasurer authorized and directed to pay \$888.10 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, County Treasurer authorized and directed to pay \$310.89 to Town of Southwick on acct. of County's proportion of cost of work done on Point Grove Road, Congamond Road and Sheep Pasture Road.

Released from Training School on Parole. Stephen Kaczor.

December 22, 1930

Released from Hampden County Training School on parole, Stephen Kaczor.

Order to Arrest Revoked

Ordered, that the order to arrest Jeremiah Lemery of Thorndike, holder of permit to be at liberty, is revoked.

Damages Done by Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

December 22, 1930

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:- _____ Clerk.

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-third day of said month, and from time to time to the thirty-first day of said month, in the year of our Lord One Thousand Nine Hundred and Thirty.

Present:

- John G. Maxfield, Esquire, Chairman)
- Charles W. Bray, Esquire) County
- Edward J. Stapleton, Esquire) Commissioners

And by adjournment on the seventh day of January and from time to time to the eighth day of April, in the year of our Lord One Thousand Nine Hundred and Thirty-One.

Present:

- Edward J. Stapleton, Esquire, Chairman)
- Charles W. Bray, Esquire) County
- Thomas J. Costello, Esquire) Commissioners

Thomas J. Costello, of Springfield, having been declared by the Board of Examiners elected County Commissioner, for the term of four years, and having been duly sworn, appears on said seventh day of January, and the Board, consisting of Edward J. Stapleton, Charles W. Bray and Thomas J. Costello, Esquires, proceed to the choice of a chairman. The whole number of votes cast is three, and Edward J. Stapleton, Esquire, is chosen unanimously chairman of the Board for the year ensuing.

The following cases were dismissed without prejudice:

- No. 46 Selectmen of Montgomery, Petrs., for relocation, alterations and specific repairs on Carrington Road leading from Montgomery to Russell beginning at Russell Town Line for a distance of 600 feet more or less, and for aid.
- No. 74 Inhabitants of the Town of Chester, Petrs., for relocation and construction of Portion of Canada Hill Road which extends from village of Littleville so-called to Worthington beginning about 7' easterly of a marked oak tree in westerly side of said road at a point 700' north easterly of house of E. B. Eastman for a distance of about 1725' across land of E. B. Eastman and one platt formerly E. B. Rich, also specific repairs on said road between house formerly occupied by E. B. Rich and land owned by Ernest Alderman.

Cases Dismissed
Without Prejudice

Seal

January 7, 1927.

Board of County Commissioners,
County of Hampden,
Court House,
Springfield, Mass.
Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we are sending you herewith for filing set of plans (17 sheets) and copy of specifications of the proposed reservoir and dam on Tillotson Brook in Granville, Mass. This reservoir is to furnish additional storage for the water supply of the city of Westfield.

Board of Public Works
City of Westfield,
Petrs. for approval
of plans and specifications of reservoir and dam on Tillotson Brook in Granville.

16

Plans in draw of plan case. Plan in Book 8 Page 69.

Book # 17
PAGE # 1-34

Dec. meeting 1930

We respectfully request your approval of these plans and specifications.

Very truly yours,

CITY OF WESTFIELD
BOARD OF PUBLIC WORKS.

John L. Barry

Chairman.

The foregoing petition was entered on the 7th day of January, 1927, and due proceedings having been had thereon, the following Report of Engineer was filed on February 5, 1927; Interlocutory Decree was filed on March 2, 1927; Petition for Modification was filed on May 31, 1929; Report of Engineer on Modification was filed on June 18, 1929; Interlocutory Decree on Petition for Modification was filed on June 19, 1929; Final Report of Engineer was filed on December 22, 1930; and Final Decree was filed on December 31, 1930, to wit:

REPORT OF ENGINEER

February 4th, 1927.

The Hon. The Board of County Commissioners of Hampden County,
Springfield, Massachusetts.

George S. Cook, Chairman.

Dear Sir:

In compliance with your request we have examined the plans and specifications of the earthen dam, relative to its stability and safety, to be built by the City of Westfield, and filed for your approval on January 7, 1927.

The proposed dam is to be located in the town of Granville about one and three-quarters miles northeast of East Granville and four and one-half miles southwest of the City of Westfield, across Tillotson Brook so called, which is one of the present sources of the water supply of the City of Westfield.

Its point of location will be at the junction of or where the Hollister Brook joins the Tillotson and where the drainage area contributory is about five and three-quarters square miles. To furnish additional storage for the City of Westfield is the purpose of the proposed dam, which will form a reservoir having a surface area of seventy-two acres and a capacity of six hundred and twenty-five millions of gallons.

When completed, the dam will have the distinction of being the highest earthen structure so far built in the county and also in the State of Massachusetts, with the exception of the hydraulic-fill earthen dam one hundred feet in height above the stream-bed, now in course of construction across the Deerfield river above Munroe Bridge near the Massachusetts-Vermont State Line. It will be approximately fifteen feet higher and eighty feet or thereabouts longer than the Borden Brook reservoir dam in the town of Blandford belonging to the City of Springfield.

According to the plans, which cover seventeen large sheets, the height of the structure will be ninety feet above the stream-bed, and the length along its top seven hundred and eighty feet not including

the sixty foot spillway to be built at its west end. The width of the structure on top will be twenty-four feet and at its base, at its widest place, four hundred and thirty-five feet.

The other appurtenances connected with the structure, besides the spillway, will consist of a spillway-channel, a spillway-bridge to carry, in line with the dam, a roadway across the spillway-approach, an intake well outside the upstream toe, a gate house in the embankment, a second gate house outside the downstream toe and two pipes laid through the embankment.

The upstream slope of the structure will range from 1 1/2 on 1 to about 2 on 1 from the top to the level of the spillway which is ten feet below, thence 3 on 1 to the toe. The downstream slope will be 2 on 1 from the top to a berm or offset which will be seven feet in width and forty-five feet below the top. From the berm to the toe the slope will be 2 1/2 on 1.

On the upstream slope, from the top to a point twenty feet below, is shown a hand laid riprap finish averaging about three feet in thickness. Below this is shown a rock-fill finish increasing in thickness from three to ten feet. Both riprap and rock-fill are to be laid on a layer of gravel or broken stone averaging eighteen inches in thickness, and are for the purpose of preventing erosion by wave action, etc., which is a very desirable precaution.

The downstream toe of the structure will be formed by a triangular shaped rock-fill about twenty-five feet in height at its greatest section. This rock-fill toe, together with the embankment slope, will be covered with loam six inches in thickness and seeded down. Under the rock-fill will be located a seepage drain and along the toe and up the surface of the embankment, gutters will be built to take care of any runoff from the embankment surface.

The spillway, as already stated, will be located just outside the west end of the embankment in the natural ground and will be sixty feet in length built of mass concrete. The elevation of its crest (the line of which will be 28 feet downstream from the center line of the dam) will be ten feet lower than the top of the embankment, or thirteen feet lower than the dry masonry walls erected along the edges of the top to a height of three feet. These walls are to serve two purposes, one as a protection against waves topping the dam and the other as a protection for travel over the dam.

The discharge channel will be built of concrete, part of which will be laid on the natural earth and part on rock-ledge. It will extend to a point about five hundred fifty feet below the downstream toe of the embankment. This channel, which will be sixty feet in width at the spillway, will gradually narrow to an average width of about fifteen feet at a point one hundred and forty feet from the crest of the spillway. From this point to its discharge end it will have an average width of about fifteen feet and an average depth of about seven feet.

Through and near the center of the dam will be laid the two pipes, one a forty-two inch concrete drain pipe and the other a twenty-four inch cast iron outlet pipe. These pipes will be laid in close proximity to each other with the cast iron pipe laid at a higher elevation and in places directly over the drain pipe. Both pipes will run from the intake, located upstream about one hundred feet above the up-stream toe, to the gate house, which will be located in the embankment at a point one hundred and ten feet from the toe or half-way between the toe and the longitudinal center line of the structure.

From the gate house the pipes will extend through the embankment to a point one hundred and seventy feet below the downstream toe. The concrete drain pipe, from this latter point, will be extended about one hundred feet to the old bed of the stream into which it will discharge, while the cast iron pipe will be extended about the same distance and connected with the lower gate house so called outside the toe.

The embankment is to be constructed without any special core wall, built either of concrete or clay puddle, because the construction material is of a desirable character and considered sufficiently impervious to make a reasonable impermeable structure. Where such material is available for earthen dam construction, the modern idea and practice is not to build a core wall.

The foundation of the dam is to be carefully prepared in order that a satisfactory bond will be made between the natural ground and the embankment. To insure this and to reduce seepage, if any, to a minimum, a cutoff wall will be extended into the foundation under the embankment upstream from its center line.

Across the stream-bed and well into the valley slopes this cutoff wall will be built of concrete extending to the solid ledge below, and to a height of five feet or thereabouts up into the embankment. From the ends of this wall up the slopes the cutoff will be built of either concrete or puddle extended into the natural earth to a proper depth and keyed therein.

The computations and analyses made of the plans relative to stability and safety, show that careful study had been given to the designing of the structure.

In regard to the embankment, its section conforms well with modern practice and the outlet pipes laid beneath it on a ledge foundation are made secure by being surrounded with or encased in concrete. To prevent any water following along the concrete casing, concrete cutoff collars are placed in the casing every thirty feet on centers.

The encasing of the outlets with concrete is a wise precaution, especially in relation to the 24 inch cast iron pipe which, if becoming disjointed or disrupted from any cause, the casing would confine the pipe-flow, thus preventing erosion and finally failure of the embankment. At this point it might be said that of all the dangers attending the safety of an earthen dam, there is none greater than that occasioned by outlet pipes not being properly secured against disruption, or spillways not being constructed with sufficient capacity under all

conditions of discharge. This can be seen in the list of failures of earthen dams inasmuch as practically all of them failed from one or the other of these causes.

The spillway and spillway channel under consideration have a large factor of safety. This, however, is necessary inasmuch, as the watershed contributory is a very precipitous one from which not only extraordinary flood flows per unit of water shed may be expected, but also phenomenal ones occasionally.

Ice obstruction too on the spillway crest or in the spillway approach, whether caused by an ice floe or floating blocks, is always dangerous and has to be considered.

For this reason it is suggested that the spillway-bridge shown on the plans as a "deck structure" be turned upside down, so to speak, and changed into a "through structure." By doing this the bridge girders will, then, only extend into the spillway a foot or so below the top of the dam instead of four feet as now shown.

It is also suggested that the concrete wall, common to the end of the embankment and spillway be raised, all the way as far as the crest of the spillway or a few feet downstream therefrom, to the same height as it is shown across the center line of the dam, that is, raised to the level of the top of the dam or elevation 548.

With these suggestions carried out and, assuming that the construction work will be faithfully performed, we recommend the plans and specifications of the dam for your approval.

Respectfully Submitted,

Tighe & Bond,

By James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 2, 1927

In the matter of the petition of the Board of Public Works, City of Westfield, for approval of plans and specifications of proposed reservoir and dam on Tillotson Brook in Granville, said plans and specifications of the proposed work having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, the Commissioners do hereby approve said plans and specifications with the following changes:

"That the spillway-bridge shown on the plans as a "deck structure" be turned upside down, so to speak, and changed into a "through structure." By doing this the bridge girders will, then, only extend into the spillway a foot or so below the top of the dam instead of four feet as now shown."

"That the concrete wall, common to the end of the embankment and spillway be raised, all the way as far as the crest of the spillway or a few feet downstream therefrom, to the same height as it is shown across the center line of the dam, that is, raised to the level of the top of the dam or elevation 548."

Dec. meeting 1930

in accordance with report of said James L. Tighe.

George S. Cook)
John Hall) County
John G. Maxfield) Commissioners
of the County
of Hampden.

PETITION FOR MODIFICATION

Seal

May 29, 1929.

County Commissioners,
County of Hampden,
Court House,
Springfield, Mass.
Gentlemen:-

We inclose herewith a drawing showing a typical cross-section of the Granville dam now being built by the City of Westfield. This drawing shows some minor details that differ slightly from those shown on plan filed with your Board on January 7, 1927, and approved by you March 2, 1927.

It was originally expected that most of the stone for facing the embankment would come from the borrow pit furnishing the material for the dam. Since starting construction we find that the stone available from this source is less than was anticipated. We therefore, plan to reduce the thickness of the stone facing on the upstream side of the dam to a minimum of about three feet. Our consulting engineers assure us that a stone facing of this thickness is ample for the protection of the earth embankment. The change will increase the thickness of the impermeable material and result in a better structure.

The conditions were discussed with your engineer James L. Tighe when he visited the work several days ago.

Your approval of the changes outlined is respectfully requested.

Very truly yours,

BOARD OF PUBLIC WORKS.

Oren E. Parks
Superintendent.

REPORT OF ENGINEER ON MODIFICATION

June 17th, 1929.

To The Hon. Board of County Commissioners
of Hampden County,
Springfield, Mass.
John G. Maxfield, Chairman.
Dear Sir:

I have examined the plan or drawing filed with petition by the City of Westfield on May 31st, 1929 for modification in the plans approved by the County on March 2nd, 1927 of an earthen dam to be built by the City of Westfield in the Town of Granville and report as follows:

The dam is now in course of construction and the modification petitioned for is in relation to a reduction in the thickness of the stone rip-rap or pavement to be laid on the upstream face of the dam.

In the plans that have been approved the thickness of this stonework rising from the streambed runs from 15 feet at the heel to 3 feet at the water line. The modification petitioned for your approval is a reduction in this thickness to a minimum of 3 feet all the way from water line to heel and the increasing of the earth-fill to replace the stonework in order that the cross-section of the dam will not be lessened anything but remain the same width as approved.

Rip-rap so called or stone pavement laid on the upstream slope of an earthen dam of the common form as the type in question, is not for the purpose of making the structure more stable by adding to its weight but for protection against impact of wave and ice action.

Where stone is found in abundance, especially in borrow-pits furnishing the material for the dam embankment, inasmuch as the stone cannot be deposited in the latter, it is usually planned to utilize it economically by a generous application of it in the form of a rip-rap laid several feet in thickness on the upstream face of the dam.

Where stone however, is not in abundance a closely laid pavement running not over 18 inches or at the most 2 feet in thickness, depending upon the availability of the stone, is laid on a gravel or broken stone base 6 or 8 inches in thickness. Sometimes where stone is scarce the pavement is confined to that part of the slope between high and low water level and where stone cannot be obtained except at a prohibitive cost no rip-rap or pavement of any kind is planned. Under the latter condition, however, the upstream slopes are usually made flatter than if they were to be paved with stone, in order to have better resistance against erosion and slippage caused by water and ice action.

The Holyoke Ice Company earthen dam built in 1925 across the Willimansett brook in Chicopee is an example of one kind on its upstream face. The slope of this is 1 on 3 and is the same as the slope of the upstream face of the dam in question.

Inasmuch as the rip-rap or pavement adds practically nothing to the stability of the dam beyond that required to protect the slope from erosion caused by wave or ice action, and that this protection is well afforded by a pavement 3 feet in thickness laid on an 18 inch gravel base, I recommend that the modification in the original plans as petitioned for be approved.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE ON PETITION FOR MODIFICATION

CITY OF WESTFIELD, MASSACHUSETTS

Board of Public Works

May 29, 1929

County Commissioners,

County of Hampden,

Court House

Springfield, Mass.

Gentlemen:-

We inclose herewith a drawing showing a typical cross-section

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of the Granville dam now being built by the City of Westfield. This drawing shows some minor details that differ slightly from those shown on the plan filed with your Board on January 7, 1927, and approved by you March 2, 1927.

It was originally expected that most of the stone for facing the embankment would come from the borrow pit furnishing the material for the dam. Since starting construction we find that the stone available from this source is less than was anticipated. We, therefore, plan to reduce the thickness of the stone facing on the upstream side of the dam to a minimum to about three feet. Our consulting engineers assure us that a stone facing of this thickness is ample for the protection of the earth embankment. The change will increase the thickness of the impermeable material and result in a better structure.

The conditions were discussed with your engineer James L. Tighe when he visited the work several days ago.

Your approval of the changes outlined is respectfully requested.

Very truly yours,

BOARD OF PUBLIC WORKS.

Oren E. Parks

Superintendent.

OEP:B.

In the matter of the petition for modification of the Board of Public Works, City of Westfield, for approval of plan showing a typical cross-section of the Granville dam on Tillotson Brook, modifying the original plan of the proposed work, said petition for modification filed May 31, 1929; said modified plan having been submitted to James L. Tighe, Engineer, selected by the Board of County Commissioners, and the said James L. Tighe having reported in writing as his report is on file with the case, dated June 17th, 1929, the Commissioners do hereby approve said modified plan in accordance with report of said James L. Tighe.

June 19, 1929.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

December 20, 1930.

The Hon. the Board of County Commissioners
of Hampden County,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I recommend for your acceptance the earthen storage reservoir dam built by the City of Westfield across the Tillotson brook in Granville for which the plans and specifications were approved on March 2nd, 1927.

Respectfully submitted,

James L. Tighe

FINAL DECREE
CITY OF WESTFIELD, MASSACHUSETTS
Board of Public Works

January 7, 1927

Board of County Commissioners,
County of Hampden,
Court House,
Springfield, Mass.
Gentlemen:-

In accordance with Chapter 253, Section 44, of the General Laws of Massachusetts, we are sending you herewith for filing set of plans (17 sheets) and copy of specifications of the proposed reservoir and dam on Tillotson Brook in Granville, Mass. This reservoir is to furnish additional storage for the water supply of the City of Westfield.

We respectfully request your approval of these plans and specifications.

Very truly yours,

CITY OF WESTFIELD
BOARD OF PUBLIC WORKS.

OEP:B.

John L. Barry
Chairman

Petition in this case was entered on the seventh day of February as of the seventh day of January in the year of our Lord One Thousand Nine Hundred and Twenty-Seven, when the said petitioner filed plans and specifications of its proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on February 4, 1927 on file with this case. On recommendation of the Engineer, said plans and specifications were duly approved on March 2, 1927 with certain changes. A petition and plan for Modification were filed May 31, 1929, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on June 17, 1929 on file with this case. On recommendation of the Engineer, said modified plan was duly approved on June 19, 1929.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the construction and to make a final report on the construction of the reservoir and dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 20, 1930 which is on file with this case and it appearing that said plans and specifications have been adhered to, it is ordered that same be recorded.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Springfield, Massachusetts
December 31, 1930

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Langwald, A.A., Petr.
for approval of plan
and specification
for the reconstruction
of dam on his
property in Fairview,
City of Chicopee.

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Plan in Book 8
Page 68

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF
HAMPDEN:

The undersigned herewith submits plan and specification for the
reconstruction of a dam in Fairview, City of Chicopee, on land belong-
ing to me across a small stream on my property and prays your Honorable
Board to approve the same.

Dated this 5th day of June 1929.

A. A. Langwald

The foregoing petition was entered on the 5th day of June 1929, and
due proceedings having been had thereon, the following Specification
was filed on June 5, 1929; Report of Engineer was filed on June 10,
1929; Interlocutory Decree was filed on June 12, 1929; Final Report
of Engineer was filed on December 22, 1930; and Final Decree was
filed on December 31, 1931, to wit:

SPECIFICATION FOR WADING POOL DAM.

To be constructed for A. A. Langwald at the head of the Willimansett
Brook in Fairview, Chicopee, Hampden County Massachusetts.

The Sixteen (16) inch cast iron pipe now standing is to have two (2)
sections of twelve (12) feet each removed from the top, lowering the
same twenty-four (24) feet from present elevation.

The earth is to be removed from both sides of present concrete core
and put into opening (to be filled) in layers of six (6) inches and
rolled making slope on both sides of concrete core four and one half
(4 1/2) to one (1) the entire length of the dam as shown on plan and
stakes to be placed by engineers to show slopes.

All work to be done in a workman like manner and to be satisfactory
to the owner and County.

Approved, June 12, 1929.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners

REPORT OF ENGINEER

June 8th, 1929.

The Hon. The Board of County Commissioners,
Hampden County, Mass.

John G. Maxfield, Chairman.

Dear Sir:

In compliance with your request I have examined the plan
and specification of the earthen dam to be constructed across the
Willimansett brook in Chicopee and filed for your approval on June
5th last.

The dam is for the purpose of forming a wading pool and will
be 14 feet in hight above the stream bed. Of this hight, 5 feet will
be above the elevation of the overflow, thus showing a depth of water
at toe of dam between streambed and overflow of about 9 feet.

The dam is to be 111 feet in length, 8 feet in width on the
top with flat slopes on both up and downstream sides of 1 on 4 1/2.

It is to be constructed on the site of the earthen dam that failed some years ago and will fill the breach or gap to a height of 14 feet made in the old dam by the washout at the time of its failure. The parts of the old dam not disturbed by the failure, such as part of the concrete core, pipe overflow, etc. are to be utilized in the new construction. A second overflow is to be built at the south end of the new construction for the purpose of increasing the factor of safety against high water topping the dam.

The watershed contributory to the proposed construction is about 2 1/2 square miles and covers a sandy plain from which the run-off is very uniform as compared with that from upland watersheds. This has been shown by the 14 inch pipe overflow of the old dam which was quite adequate in times of the highest run-offs.

The old dam was 34 feet in height while the new dam is only to be 14 feet in height. The old dam formed a reservoir having a capacity of 51 million gallons, whereas the new dam will form only a pool having a capacity of about a million and a half gallons.

This quantity if suddenly discharged into the Holyoke Ice Company reservoir, located a half a mile or thereabouts downstream, would only raise this reservoir a few inches and therefore would not cause any material damage to this development.

Taking everything into consideration, especially the small storage capacity of the wading pool to be formed by the proposed construction and assuming that the work will be properly done, I recommend the plan and specification for your approval.

Respectfully Submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specification for the reconstruction of a dam in Fairview, City of Chicopee, on land belonging to me across a small stream on my property and prays your Honorable Board to approve the same.

Dated this 5th day of June 1929.

A. A. Langwald

The foregoing petition was entered on the fifth day of June in the year of our Lord, One Thousand Nine Hundred and Twenty-Nine, when the said petitioner filed said plan and specification for the reconstruction of dam across a small stream on his property, were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specification.

John G. Maxfield)	
Charles W. Bray	)	County
Edward J. Stapleton)	Commissioners
)	of the County
)	of Hampden.

Springfield, Massachusetts
June 12, 1929

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FINAL REPORT OF ENGINEER

December 20, 1930.

The Hon. the Board of County Commissioners
of Hampden County,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I recommend for your acceptance the A.A. Langwald earthen dam built across the Willimansett brook in Chicopee for which the plans and specifications were approved on June 12th, 1929.

Respectfully submitted,

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specification for the reconstruction of a dam in Fairview, City of Chicopee, on land belonging to me across a small stream on my property and prays your Honorable Board to approve the same.

Dated this 5th day of June 1929.

A. A. Langwald

Petition in this case was entered on the tenth day of June in the year of our Lord One Thousand Nine Hundred and Twenty-Nine, when the said petitioner filed plan and specifications of his proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on June 8, 1929 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on June 12, 1929.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the reconstruction and to make a final report on the reconstruction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 20, 1930 which is on file with this case and it appearing that said plan and specifications have been adhered to, it is ordered that same be recorded.

John G. Maxfield)
 :County
Charles W. Bray :Commissioners
 :of the County
Edward J. Stapleton)of Hampden.

Springfield, Massachusetts

December 31, 1930

Palmer, Selectmen of,
Petr. for relocation
alterations and speci-
fic repairs on Forest
Lake Road, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from the junction of Old Center Road and High Street in the Village of Thorndike along the River Road, so called, to Whipple's Crossing, and thence following the right of way purchased by

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Plans in drawer of
Plan Case.

PLAN BOOK #19
PAGE #1-22

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the town from the Springfield Street Railway Company to the Highway near the Forest Lake Schoolhouse, and thence along said highway to its intersection with the present State highway leading from Palmer to Ware and known as the Forest Lake Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the afore mentioned junction and extend as far as the appropriation will allow.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 19th day of March 1930.

Ludwik Marhelewicz	} Board of Selectmen.
William B. Kerigan	
David B. Smith	

The foregoing petition was entered on the 21st day of March 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1931

On the petition of the Selectmen of Palmer for relocation, alterations and specific repairs on Forest Lake Road, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the sixth day of June A. D. 1930, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated and altered, and specific repairs made thereon. And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made thereon in the manner following:

The layout is located on the Forest Lake Road, so called, and begins at its junction with the State highway leading from Ware to Palmer Centre (as laid out October 10, 1917), extending thence westerly and southerly for about 2 1/2 miles to the easterly side of Church Street, so called, in the easterly part of Thorndike Village. Said layout is more fully described as follows:-

The base line beings at a point on the base line of the aforesaid 1917 layout, said point being shown on plan as station 0-75.74 and being identical with station 114+92.50 of the said 1917 layout base line; extending thence along said 1917 base line south 24° 20' 10" west for a distance of 75.74 feet to station 0; thence leaving said 1917 base line and extending by a curve to the right of 219.62 feet radius for a distance of 219.65 feet; thence south 81° 38' 25" west for a distance of 313.14 feet; thence by a curve to the right of 2012.86 feet radius for a distance of 209.81 feet; thence south 87° 36' 45" west for a

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distance of 324.12 feet; thence by a curve to the right of 2050.10 feet radius for a distance of 209.82 feet; thence north $86^{\circ} 31' 25''$ west for a distance of 194.05 feet; thence by a curve to the right of 1577.25 feet radius for a distance of 199.73 feet; thence north $79^{\circ} 16' 05''$ west for a distance of 178.47 feet; thence by a curve to the left of 600.00 feet radius for a distance of 526.48 feet; thence south $50^{\circ} 27' 25''$ west for a distance of 488.72 feet; thence by a curve to the right of 1998.45 feet radius for a distance of 368.95 feet; thence south $61^{\circ} 02' 05''$ west for a distance of 381.45 feet; thence by a curve to the left of 611.62 feet radius for a distance of 359.30 feet; thence south $27^{\circ} 22' 35''$ west for a distance of 156.05 feet; thence by a curve to the right of 553.95 feet radius for a distance of 266.76 feet; thence south $54^{\circ} 58' 05''$ west for a distance of 687.82 feet; thence by a curve to the left of 2324.80 feet radius for a distance of 472.70 feet; thence south $43^{\circ} 19' 05''$ west for a distance of 286.17 feet; thence south $39^{\circ} 46' 05''$ west for a distance of 1104.20 feet; thence by a curve to the right of 1167.15 feet radius for a distance of 182.49 feet; thence south $48^{\circ} 43' 35''$ west for a distance of 320.97 feet; thence south $47^{\circ} 24' 50''$ west for a distance of 410.15 feet; thence by a curve to the left of 662.18 feet radius for a distance of 309.25 feet; thence south $20^{\circ} 39' 20''$ west for a distance of 492.28 feet; thence south $24^{\circ} 06' 35''$ west for a distance of 402.83 feet; thence south $22^{\circ} 55' 10''$ west for a distance of 662.73 feet; thence by a curve to the left of 2013.29 feet radius for a distance of 388.57 feet; thence south $11^{\circ} 51' 40''$ west for a distance of 400.42 feet; thence by a curve to the left of 600.00 feet radius for a distance of 233.09 feet; thence south $10^{\circ} 23' 50''$ east for a distance of 226.16 feet; thence south $9^{\circ} 07' 05''$ east for a distance of 370.67 feet; thence south $9^{\circ} 42' 05''$ east for a distance of 326.44 feet; thence by a curve to the right of 815.34 feet for a distance of 324.33 feet; thence south $13^{\circ} 05' 25''$ west for a distance of 334.88 feet; thence by a curve to the right of 236.17 feet radius for a distance of 198.51 feet; thence by another curve to the right of 432.44 feet radius for a distance of 140.10 feet; thence south $79^{\circ} 48' 40''$ west for a distance of 303.62 feet to a point at the end of the layout, in the present roadway on Church Street, so called, said point being shown on plan as station 129+74.88. The length of the layout equals 13,050.62 feet.

The easterly location line begins at a point on the westerly location line of the aforesaid 1917 State highway layout, bearing south $37^{\circ} 00' 43''$ east and 213.11 feet distant from station 3+39.70 of the above-described base line, and extends thence, leaving said State highway location line, northeasterly to northerly and westerly by a curve of 100.00 feet radius for a distance of 214.14 feet to a point bearing south $37^{\circ} 00' 43''$ east and 37.60 feet distant from the said station 3+39.70; thence parallel to said base line and 33.00 feet distant therefrom to a point bearing south $21^{\circ} 07' 11''$ east and 38.85 feet distant from station 18+48.79; thence by a curve to the left of 574.00 feet radius for a distance of 494.28 feet to a point bearing south

53° 48' 22" east and 49.38 feet distant from station 23+75.27; thence south 51° 23' 36" west for a distance of 561.67 feet to a point bearing south 16° 47' 50" west and 67.01 feet distant from station 28+63.99; thence by a curve to the right of 2033.00 feet radius for a distance of 441.43 feet to a point bearing south 26° 09' 57" east and 39.12 feet distant from station 33+51.96; thence south 63° 50' 03" west for a distance of 230.61 feet to a point bearing south 76° 18' 04" east and 41.04 feet distant from station 36+14.39; thence by a curve to the left of 463.59 feet radius for a distance of 353.44 feet to a point bearing south 77° 42' 00" east and 57.34 feet distant from station 39+73.69; thence by a curve to the right of 832.28 feet radius for a distance of 629.24 feet to a point bearing south 35° 01' 55" east and 46.72 feet distant from station 45+61.00; thence by a curve to the left of 1200.00 feet radius for a distance of 153.02 feet to a point bearing south 35° 01' 55" east and 33.79 feet distant from station 47+13.37; thence south 56° 09' 53" west for a distance of 201.57 feet to a point bearing south 33° 50' 07" east and 29.59 feet distant from station 49+14.28; thence by a curve to the left of 2765.93 feet radius for a distance of 572.69 feet to a point bearing north 77° 38' 36" east and 74.95 feet distant from station 55+57.02; thence south 44° 18' 06" west for a distance of 354.81 feet to a point bearing south 36° 12' 29" east and 36.76 feet distant from station 58+43.19; thence south 39° 30' 44" west for a distance of 899.71 feet to a point bearing south 49° 49' 16" east and 39.69 feet distant from station 67+51.52; thence south 40° 50' 44" west for a distance of 247.98 feet to a point bearing south 86° 10' 44" east and 46.63 feet distant from station 70+27.17; thence by a curve to the right of 1600.00 feet radius for a distance of 210.91 feet to a point bearing south 63° 21' 13" east and 47.04 feet distant from station 72+22.29; thence south 48° 23' 54" west for a distance of 620.27 feet to a point bearing south 84° 55' 44" east and 52.18 feet distant from station 78+61.00; thence by a curve to the left of 767.00 feet radius for a distance of 371.38 feet to a point bearing south 15° 39' 57" east and 55.71 feet distant from station 81+70.25; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing north 54° 50' 39" east and 48.40 feet distant from station 105+17.08; thence by a curve to the left of 767.00 feet radius for a distance of 288.65 feet to a point bearing south 53° 32' 59" east and 46.15 feet distant from station 107+50.17; thence south 9° 42' 05" east for a distance of 889.95 feet to a point bearing north 80° 17' 55" east and 33.00 feet distant from station 116+73.44; thence by a curve to the right of 848.34 feet radius for a distance of 313.15 feet to a point bearing north 66° 25' 15" east and 40.71 feet distant from station 119+97.77; thence south 11° 26' 53" west for a distance of 315.07 feet to a point bearing north 36° 22' 51" east and 60.79 feet distant from station 123+32.65; thence by a curve to the right of 333.00 feet radius for a distance of 397.32 feet to a point bearing south 48° 03' 36" east and 41.80 feet distant from station 126+71.26; thence south 79° 48' 40" west for a distance of 114.39 feet to a point at the end of the layout

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bearing south $10^{\circ} 11' 20''$ east and 33.00 feet distant from station 127+59.98 of the above-described base line.

The westerly location line begins at a point on the westerly location line of the aforesaid 1917 State highway layout, bearing north $65^{\circ} 39' 50''$ west and 15.00 feet distant from the point of beginning of the above-described base line shown on plan as station 0+75.74, and extends thence, leaving said State highway location line, north $65^{\circ} 39' 50''$ west 16.00 feet to a point bearing N $65^{\circ} 39' 50''$ W and 31.00 feet distant from the said station 0+75.74; thence south $24^{\circ} 20' 10''$ west for a distance of 72.61 feet to a point bearing north $59^{\circ} 53' 48''$ west and 31.16 feet distant from station 0; thence by a curve to the right of 190.00 feet radius for a distance of 190.03 feet to a point bearing north $7^{\circ} 26' 23''$ west and 33.00 feet distant from station 2+19.65; thence parallel to the above described base line and 33.00 feet distant therefrom to a point bearing north $42^{\circ} 35' 01''$ east and 38.85 feet distant from station 18+48.79; thence by a curve to the left of 640.00 feet radius for a distance of 551.12 feet to a point bearing north $3^{\circ} 11' 56''$ east and 26.79 feet distant from station 23+75.27; thence south $51^{\circ} 23' 36''$ west for a distance of 561.67 feet to a point bearing south $78^{\circ} 16' 05''$ west and 61.84 feet distant from station 28+63.99; thence by a curve to the right of 1967.00 feet radius for a distance of 427.10 feet to a point bearing north $26^{\circ} 09' 57''$ west and 26.88 feet distant from station 33+51.96; thence south $63^{\circ} 50' 03''$ west for a distance of 230.61 feet to a point bearing north $12^{\circ} 16' 07''$ east and 50.67 feet distant from station 36+14.39; thence by a curve to the left of 560.00 feet radius for a distance of 418.02 feet to a point on the southeasterly location line of the right of way of the Boston and Albany Railroad, bearing north $83^{\circ} 26' 32''$ west and 18.06 feet distant from station 39+73.69; thence following said location line by a curve to the right of 758.03 feet radius for a distance of 6.79 feet to a point bearing north $68^{\circ} 25' 16''$ west and 16.24 feet distant from station 39+85.22; thence south $68^{\circ} 25' 16''$ east for a distance of 8.25 feet to a point bearing north $68^{\circ} 25' 16''$ west and 7.99 feet distant from said station 39+85.22; thence southwesterly by a curve to the right of 766.28 feet radius for a distance of 462.56 feet to a point bearing north $2^{\circ} 40' 55''$ east and 13.02 feet distant from station 44+61.92; thence south $56^{\circ} 09' 53''$ west for a distance of 7.75 feet to a point bearing north $33^{\circ} 50' 07''$ west and 10.47 feet distant from said station 44+61.92; thence north $33^{\circ} 50' 07''$ west for a distance of 16.50 feet to a point bearing north $33^{\circ} 50' 07''$ west and 26.97 feet distant from said station 44+61.92; thence south $56^{\circ} 09' 53''$ west for a distance of 452.26 feet to a point bearing north $33^{\circ} 50' 07''$ west and 36.41 feet distant from station 49+14.28; thence by a curve to the left of 2831.93 feet radius for a distance of 400.90 feet to a point on the easterly location line of the county layout of September 1926, said point bearing north $40^{\circ} 37' 29''$ west and being 27.63 feet distant from station 53+11.25 of the above-described base line. Then beginning again at a point on the

westerly location line of said 1926 county layout, bearing north 43° 51' 47" west and 25.14 feet distant from station station 54+42.65, and extending thence south 44° 22' 44" west for a distance of 410.07 feet to a point bearing north 62° 08' 25" west and 31.01 feet distant from station 58+43.19; thence south 39° 30' 44" west for a distance of 901.75 feet to a point bearing north 49° 49' 16" west and 26.32 feet distant from station 67+51.52; thence south 40° 50' 44" west for a distance of 296.99 feet to a point bearing north 86° 10' 44" west and 36.04 feet distant from station 70+27.17; thence south 46° 13' 44" west for a distance of 178.74 feet to a point bearing north 63° 21' 13" west and 24.02 feet distant from station 72+22.29; thence south 48° 23' 54" west for a distance of 593.94 feet to a point bearing north 10° 19' 35" east and 45.48 feet distant from station 78+61.00; thence by a curve to the left of 833.00 feet radius for a distance of 403.34 feet to a point bearing south 56° 58' 37" west and 55.71 feet distant from station 81+70.25; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing north 31° 07' 19" west and 48.40 feet distant from station 105+17.08; thence by a curve to the left of 833.00 feet radius for a distance of 313.49 feet to a point bearing south 35° 55' 55" west and 47.60 feet distant from station 107+50.17; thence south 9° 42' 05" east for a distance of 889.95 feet to a point bearing south 80° 17' 55" west and 33.00 feet distant from station 116+73.44; thence by a curve to the right of 782.34 feet radius for a distance of 288.79 feet to a point bearing north 42° 58' 34" west and 40.16 feet distant from station 119+97.77; thence south 11° 26' 53" west for a distance of 315.07 feet to a point bearing north 16° 44' 38" west and 48.83 feet distant from station 123+32.65; thence by a curve to the right of 267.00 feet radius for a distance of 318.57 feet to a point bearing north 27° 40' 56" east and 41.80 feet distant from station 126+71.26; thence south 79° 48' 40" west for a distance of 299.55 feet to a point at the end of the layout on the easterly location line of Church Street, as aforesaid, said point bearing north 31° 49' 30" east and being 44.42 feet distant from the point of ending of the above-described base line shown on plan as station 129+74.88.

AND the following described parcels of land are taken for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

Parcel No. 1. From OLIVER RONDEAU. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 0-75.74 and 7+97+, bounded as follows: Northwesternly and northerly by the northerly location line of the 1931 county layout for about 836 feet; northeasterly by the line defining the northeasterly end of the layout for 16 feet; southeasterly and southerly by the front property line as defined in part by a fence and in part by the northerly location line of the present county layout for about 848 feet; containing about 7500 square feet.

Parcel No. 2. From LOUIS R. WHEELER. A parcel of land on the southerly side of Forest Lake Road, so-called, between stations 1+51+ and 4+16+, bounded as follows: Westerly, southwesterly and southerly by the southerly location line of the 1931 county layout for about 308 feet; again westerly by the easterly boundary of land of William B. Kerrigan for about 8 feet; northerly by the front property line as defined by the southerly location line of the present county layout for about 282 feet; and southeasterly by the northwesterly location line of the 1917 State highway layout on the road from Ware to Palmer Center for about 166 feet; containing about 9700 square feet.

Parcel No. 3. From WILLIAM B. KERRIGAN. A parcel of land on the southerly side of Forest Lake Road, so-called, between stations 4+16+ and 15+71+, bounded as follows: Southerly by the southerly location line of the 1931 county layout for about 1160 feet; westerly by the easterly boundary of land of Roy E. Cummings and Francis J. Hamilton heirs for about 5 feet; northerly by the southerly location line of the present county layout for about 1159 feet; and easterly by the westerly boundary of land of Louis R. Wheeler for about 8 feet; containing about 9700 square feet.

Parcel No. 4. From OLIVER RONDEAU. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 8+92+ and 10+90+, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 188 feet; southeasterly and southerly by the front property line as defined in part by a fence and in part by the northerly location line of the present county layout for about 197 feet; and northwesterly by the southeasterly boundary of land of the Springfield St. Ry. Co. for about 12 feet; containing about 1000 square feet.

Parcel No. 5. From SPRINGFIELD ST. RY. CO. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 10+81+ and 12+02+, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 87 feet; southeasterly by the northwesterly boundary of land of Oliver Rondeau for about 12 feet; southerly by the northerly location line of the present county layout for about 111 feet; and northwesterly by the southeasterly boundary of other land of said Oliver Rondeau for about 34 feet; containing about 900 square feet.

Parcel No. 6. From OLIVER RONDEAU. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 11+70+ and 13+86+, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 213 feet; southeasterly by the northwesterly boundary of land of the Springfield St. Ry. Co. for about 34 feet; southerly by the northerly location line of the present county layout for about 182 feet; and westerly by the easterly boundary of land of Lucy Hamilton for about 8 feet; containing about 1800 square feet.

Parcel No. 7. From LUCY HAMILTON. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 13+86+ and 19+24+, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 538 feet; easterly by the westerly boundary of land of Oliver Rondeau for about 8 feet; and southerly by the northerly location line of the present county layout for about 538 feet; containing about 4500 square feet.

Parcel No. 8. From ROY E. CUMMINGS and FRANCIS J. HAMILTON HEIRS. A parcel of land on the southerly side of Forest Lake Road, so-called, between stations 15+71+ and 19+09+, bounded as follows: Southerly by the southerly location line of the 1931 county layout for about 337 feet; westerly by the westerly end of the taking for about 14 feet; northerly by the southerly location line of the present county layout for about 337 feet; and easterly by the westerly boundary of land of William B. Kerrigan for about 5 feet; containing about 2800 square feet.

Parcel No. 9. From FRED KEYES. A parcel of land on the southeasterly side of Forest Lake Road, so-called, between stations 44+64+ and 54+50+, bounded as follows: Southeasterly by the southeasterly location line of the 1931 county layout for about 981 feet; westerly by the easterly side of the road between Whipples Bridge and Palmer Center for about 30 feet; and northwesterly by the front property line as defined by a fence for about 960 feet; containing about 13,800 square feet.

Parcel No. 10. From FRED KEYES. A parcel of land on the southeasterly side of Forest Lake Road, so-called, between stations 55+26+ and 71+10+, bounded as follows: Southeasterly by the southeasterly location line of the 1931 county layout for about 1573 feet; southerly by the northerly boundary of land of John Kozoil for about 12 feet; northwesterly by the front property line as defined by a fence for about 1590 feet; and easterly by the westerly side of the road between Whipples Bridge and Palmer Center for about 18 feet; containing about 21,000 square feet.

Parcel No. 11. From JOHN KOZOIL. A parcel of land on the southeasterly side of Forest Lake Road, so-called, between stations 71+06+ and 81+66+, bounded as follows: Southeasterly by the southeasterly location line of the 1931 county layout for about 1043 feet; northwesterly by the front property line as defined in part by a fence and in part by the southeasterly location line of the 1926 county layout for about 1039 feet; and northerly by the southerly boundary of land of Fred Keyes for about 12 feet; containing about 9400 square feet.

Parcel No. 12. From BOSTON AND ALBANY RAILROAD COMPANY. A parcel of land on the northwesterly side of Forest Lake Road, so-called, between stations 72+31+ and 74+32+, bounded as follows: Northwestery by the northwesterly location line of the 1931 county layout for about 200 feet; and southeasterly by the northwesterly location line of the 1926 county layout for about 201 feet; containing about 650 square feet.

Parcel No. 13. From BOSTON AND ALBANY RAILROAD COMPANY. Parcel of land on the northwesterly side of Forest Lake Road, so-called, between stations 76+31+ and 79+42+, bounded as follows: Northwesternly by the northwesterly location line of the 1931 county layout for about 313 feet; and southeasterly by the northwesterly location line of the 1926 county layout for about 313 feet; containing about 900 square feet.

Parcel No. 14. From JOSEPH and AMELIA FILA. A parcel of land on the northwesterly side of Forest Lake Road, so-called, between stations 80+71+ and 123+80+, bounded as follows: Northwesternly by the northwesterly location line of the 1931 county layout for about 4303 feet; southeasterly by the northwesterly location line of the 1926 county layout for about 4306 feet; and southerly by the northerly boundary of land of M. Bonnerville for about 12 feet; containing about 47,500 square feet.

Parcel No. 15. From ADAM WILKS. A parcel of land on the southeasterly side of Forest Lake Road, so-called, between stations 86+30+ and 95+63+, bounded as follows: Southeasterly by the southeasterly location line of the 1931 county layout for about 931 feet; northwest-erly by the front property line as defined by a fence for about 931 feet; and northeasterly by the southwesterly boundary of land of John Kozoil for about 2 feet; containing about 1900 square feet.

Parcel No. 16. From ADAM WILKS. A parcel of land on the easterly side of Forest Lake Road, so-called, between stations 97+96+ and 99+31+, bounded as follows: Easterly by the easterly location line of the 1931 county layout for about 133 feet; southerly by the northerly boundary of land of Wicenty and Cora Wyrobek for about 7.5 feet; and northwest-erly by the southeasterly location line of the 1926 county layout for about 133 feet; containing about 400 square feet.

Parcel No. 17. From WICENTY AND CORA WYROBEK. A parcel of land on the easterly side of Forest Lake Road, so-called, between stations 99+31+ and 116+08+, bounded as follows: Easterly by the easterly location line of the 1931 county layout for about 1660 feet; westerly by the easterly location line of the 1926 county layout for about 1662 feet; and northerly by the southerly boundary of land of Adam Wilks for about 7.5 feet; containing about 8200 square feet.

Parcel No. 18. From WICENTY AND CORA WYROBEK. A parcel of land on the easterly side of Forest Lake Road, so-called, between stations 118+08+ and 123+00+, bounded as follows: Easterly by the easterly location line of the 1931 county layout for about 494 feet; southerly by the northerly boundary of land of M. McKelliot for about 13 feet; and westerly by the easterly location line of the 1926 county layout for about 497 feet; containing about 4800 square feet.

Parcel No. 19. From M. MCKELLIOT. A parcel of land on the east-erly side of Forest Lake Road, so-called, between stations 122+96+ and 123+87+, bounded as follows: Easterly by the easterly location line of the 1931 county layout for about 99 feet; southerly by the northerly side of Gay Avenue for about 4 feet; westerly by the easterly location line of the 1926 county layout for about 95 feet; and northerly by the

southerly boundary of land of Wicenty and Cora Wyrobek for about 13 feet; containing about 700 square feet.

Parcel No. 20. From M. BONNERVILLE. A parcel of land on the northwesterly side of Forest Lake Road, so-called, between stations 123+80₊ and 126+32₊, bounded as follows: Northwestery by the northwesterly location line of the 1931 county layout for about 225 feet; northerly by the southerly boundary of land of Joseph and Amelia Fila for about 12 feet; southeasterly by the northwesterly location line of the 1926 county layout for about 237 feet; and southwestery by the northeasterly boundary of land of A. Bressette for about 9.5 feet; containing about 3200 square feet.

Parcel No. 21. From LA FORREST. A parcel of land on the southerly side of Forest Lake Road, so-called, between stations 125+38₊ and 126+72₊, bounded as follows: Southerly by the southerly location line of the 1931 county layout for about 144 feet; westerly by the easterly boundary of land of Moses Ducharme for about 8 feet; and northerly by the southerly location line of the 1926 county layout for about 143 feet; containing about 600 square feet.

Parcel No. 22. From A. BRESSETTE. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 126+30₊ and 127+09₊, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 73 feet; northeasterly by the southwestery boundary of land of M. Bonnerville for about 9.5 feet; southerly by the northerly location line of the 1926 county layout for about 76 feet; and westerly by the easterly boundary of land of Arthur Lord for about 8 feet; containing about 600 square feet.

Parcel No. 23. From MOSES DUCHARME. A parcel of land on the southerly side of Forest Lake Road, so-called, between stations 126+72₊ and 127+59.98, bounded as follows: Southerly by the southerly location line of the 1931 county layout for about 88 feet; northerly by the southerly location line of the 1926 county layout for about 89 feet; and easterly by the westerly boundary of land of La Forrest for about 8 feet; containing about 600 square feet.

Parcel No. 24. From ARTHUR LORD. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 127+09₊ and 128+07₊, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 97 feet; easterly by the westerly boundary of land of A. Bressette for about 8 feet; southerly by the northerly location line of the 1926 county layout for about 97 feet; and westerly by the easterly boundary of land of S. C. S. Box Co., Inc. for about 7 feet; containing about 700 square feet.

Parcel No. 25. From S. C. S. BOX CO. INC. A parcel of land on the northerly side of Forest Lake Road, so-called, between stations 128+07₊ and 129+45₊, bounded as follows: Northerly by the northerly location line of the 1931 county layout for about 138 feet; easterly by the westerly boundary of land of Arthur Lord for about 7 feet; southerly by the northerly location line of the 1926 county layout for about 137 feet; and southwestery by the northeasterly side of Church Street for about 6 feet; containing about 900 square feet.

The layout and the land takings above described are indicated on plans prepared by the Department of Public Works, Division of Highways on file in the Hampden County Registry of Deeds and Clerk of Courts' office, and marked as follows: The Commonwealth of Massachusetts, Plan of Road in the Town of Palmer, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Oliver Rondeau	\$1.00
Louis R. Wheeler.	1.00
William B. Kerrigan	1.00
Oliver Rondeau	1.00
Springfield St. Ry. Co.	1.00
Oliver Rondeau	1.00
Lucy Hamilton	1.00
Roy E. Cummings and Francis J. Hamilton Heirs . .	1.00
Fred Keyes	1.00
Fred Keyes	1.00
John Kozoll	1.00
Boston and Albany Railroad Company	1.00
Boston and Albany Railroad Company	1.00
Joseph and Amelia Fila	1.00
Adam Wilks	1.00
Adam Wilks	1.00
Wicenty and Cora Wyrobek	1.00
Wicenty and Cora Wyrobek	1.00
M. McKelliot	1.00
M. Bonnerville	1.00
La Forrest	1.00
A. Bressetee	1.00
Moses Ducharme	1.00
Arthur Lord	1.00
S. C. S. Box Co. Inc.	1.00

The work is to consist of grading, surfacing with gravel and otherwise improving about 6,500 feet of the road in Palmer leading from the State Highway, and being known as the Forest Lake Road, the work to begin at the State Highway, station 0, and extend in a westerly direction to station 65+00, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

Dec. meeting 1930

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not exceeding TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Palmer.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
 of the County
 of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

January 6, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Rd., be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Four Corners Station 104+ and extend Southerly for a distance of 500 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 17th day of March 1930.

Oliver L. Howlett)
 James A. Roberts) Selectmen
 Andrew Jay Bagley) of the Town
 of Holland.

Holland, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Mashapaug Road beginning at Four Corners southerly for 500 feet more or less, and for aid.

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The foregoing petition was entered on the 11th day of April 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Final Decree, to wit:

In the matter of the petition of Selectmen of Holland. The Commissioners find that by virtue of a previous decree dated November 5, 1930 in case No. 50-1930, the decree in this case is unnecessary and the same is hereby vacated.

Edward J. Stapleton

Charles W. Bray
 County Commissioners of the
 County of Hampden. 10/28/31.

Final Decree, Filed Jan. 6, 1931.

Dec. meeting 1930

Springfield Boys' Club Inc. Petre. for approval of plan and specifications for the construction of a swimming pool dam in Brimfield on land belonging to them across a small stream on their property.

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Plan in Book 9,
Page 23.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR
THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a swimming pool dam in Brimfield on land belonging to the Springfield Boys' Club across a small stream on our property, and prays your Honorable Board to approve the same.

Dated this 22nd day of May, 1930.

Springfield Boys' Club Inc.

By - Paul A. Samson, Supt.

The following petition was entered on the 22nd day of May 1930, and due proceedings having been had thereon, the following Specifications were filed on May 22, 1930; Report of Engineer was filed on June 4, 1930; Interlocutory Decree was filed on June 4, 1930; Final Report of Engineer was filed on December 22, 1930; and Final Decree was filed on December 31, 1930; to wit:

SPECIFICATIONS

PROPOSED DAM AT SPRINGFIELD BOYS' CLUB CAMP
IN BRIMFIELD MASS.

Dam across Mill brook on the south side of Palmer-Providence Highway about 1 1/2 miles east of Brimfield Village. Mill brook is a tributary of Quinabaug River, draining an area (including Village of Brimfield) of 23 1/2 square miles.

Dam to replace Martin Dam previously constructed across Mill brook at a point 40 feet up stream. Waterline to be same grade as on old dam, i. e. about 3 feet above bed of the stream at present.

Area of pond created will be about 25,000 square feet.

Volume of water impounded not over 400,000 gallons.

A spillway to be constructed as shown, top soil and sand to be removed from new and old pools to leave wading & swimming areas.

Present ground shows about 12 inches of loam and silt above gravel and sand base.

Approved, June 4, 1930

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

REPORT OF ENGINEER

June 3, 1930

The Hon. the Board of County Commissioners

Springfield, Mass.

John G. Maxfield, Chairman;

Dear Sir:

I have examined the plans and specifications filed for the construction of a small dam in the town of Brimfield to form a wading pool for the Springfield Boys Club and report as follows:

Dec. meeting 1930

The site of the proposed structure is on Mill Brook at a point about one and a half miles East of Brimfield village where the drainage area of the brook is twenty-three and one-half square miles.

Mill Brook forms a part of the headwaters of the Quineboag River which rises in the Southerly half of the town of Wales, flows Easterly and Southerly into Connecticut and empties into the Thames at Long Island Sound.

The hight of the dam proposed to its water line is only three feet above the bed of the brook and the pondage to be formed thereby is less than half a million of gallons.

Because of this small pondage it can be seen that even if the dam failed the released water could do no damage. I therefor recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a swimming pool dam in Brimfield on land belonging to the Springfield Boys' Club across a small stream on our property, and prays your Honorable Board to approve the same.

Dated this 22nd day of May, 1930.

Springfield Boys' Club Inc. -
By - Paul A. Samson, Supt.

The foregoing petition was entered on the twenty-second day of May in the year of our Lord, One Thousand Nine Hundred and Thirty, when the said petitioner filed said plan and specifications for the construction of a swimming pool dam across a small stream on their property, in Brimfield, which were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts
June 4, 1930

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

FINAL REPORT OF ENGINEER

December 20, 1930

The Hon. the Board of County Commissioners
of Hampden County,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I recommend for your acceptance the swimming pool dam built by the Springfield Boys' Club, Inc. on Mill Brook in Brimfield for which

the plans and specifications were approved on June 4th, 1930.

Respectfully submitted,

James L. Tighe

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a swimming pool dam in Brimfield on land belonging to the Springfield Boys' Club across a small stream on our property, and prays your Honorable Board to approve the same.

Dated this 22nd day of May, 1930.

Springfield Boys' Club Inc.
By - Paul A. Samson, Supt.

Petition in this case was entered on the twenty-second day of May in the year of our Lord One Thousand Nine Hundred and Thirty, when the said petitioner filed plan and specifications of its proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on June 3, 1930 on file with this case. On recommendation of the Engineer, said plan and and specifications were duly approved on June 4, 1930.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the construction and to make a final report on the construction of the swimming pool dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 20, 1930 which is on file with this case and it appearing that said plan and specifications have been adhered to, it is ordered that the same be recorded.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Springfield, Massachusetts
December 31, 1930

Chicopee Mfg. Corp.
Petrs. for approval
of plan and specifi-
cations for a storage
dam in Chicopee Falls
on land belonging to
them across a small
stream on their
property.

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Plan in Book 9,
Page 29.

Supplementary Plan
in Book 9, Page 30.

Petition to the Honorable Board of County Commissioners for the County of Hampden

The undersigned herewith submit plans and specifications for a storage reservoir dam in Chicopee Falls, on land belonging to the Chicopee Manufacturing Corporation, across a small stream on our property and pray your Honorable Board to approve the same.

This 14th day of August, 1930.

P. O'Toole, AGENT

The foregoing petition was entered on the 15th day of August 1930, and due proceedings having been had thereon, the following Specifications were filed on August 15, 1930; Supplementary Specifications were filed on August 19, 1930; Report of Engineer on Supplementary Plan and Specifications was filed on August 19, 1930; Interlocutory Decree was filed on August 21, 1930; Final Report of Engineer was filed on December 22, 1930; and Final Decree was filed on December 31, 1930, to wit:

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SPECIFICATIONS FOR PROPOSED STORAGE RESERVOIR DAM ON
PROPERTY OF THE CHICOPEE MANUFACTURING CORPORATION,
CHICOPEE FALLS, MASSACHUSETTS

It is proposed to erect a plain concrete dam near the mouth of the Hearthstone Quarry Brook, so-called, on the north side of the Chicopee River on land of the Chicopee Manufacturing Corporation.

The capacity of the reservoir is to be about 620,000 gallons, with a flowage area of about 11,500 square feet.

The foundations of the proposed dam are to extend down to bed rock.

The dam is to be built of rubble concrete in proportions of one part cement, two and one-half parts sand and five parts stone. Large stones may be incorporated in the dam but should be completely surrounded with concrete.

The dam is to be built according to the dimensions shown on the plans accompanying these specifications, being approximately 80 feet in total width and 22 feet in extreme height, with a 11 feet wide base.

There is to be a spillway near the center of the dam, 6 feet wide with a concrete apron at the base.

There will be a 10 inch pipe line through the dam, conveying water across the river to other property of the petitioning company.

There will also be built an 8 inch over-flow pipe which will extend through the dam, the top of the over-flow pipe being 6 inches below the crest of the spillway.

There will also be incorporated in the dam an 8 inch draw-off pipe for the purpose of emptying the proposed reservoir.

On the draw-off pipe and on the main water supply pipe there will be installed proper valves on the down stream side of the dam. These valves are to be incased within a concrete man-hole as shown on the plans.

SPECIFICATIONS FOR PROPOSED STORAGE RESERVOIR DAM ON
PROPERTY OF THE CHICOPEE MANUFACTURING CORPORATION,
CHICOPEE FALLS, MASSACHUSETTS

It is proposed to erect a plain concrete dam near the mouth of the Hearthstone Quarry Brook, so-called, on the north side of the Chicopee River on land of the Chicopee Manufacturing Corporation.

The capacity of the reservoir is to be about 620,000 gallons, with a flowage area of about 11,500 square feet.

The foundations of the proposed dam are to extend down to bed rock.

The dam is to be built of rubble concrete in proportions of one part cement, two and one-half parts sand and five parts stone. Large stones may be incorporated in the dam but should be completely surrounded with concrete.

The dam is to be built according to the dimensions shown on the plans accompanying these specifications, being approximately 80 feet in total

Dec. meeting 1930

width and 22 feet in extreme height, with a 13 feet wide base.

There is to be a spillway near the center of the dam, 6 feet wide with a concrete apron at the base.

There will be a 10 inch pipe line through the dam, conveying water across the river to other property of the petitioning company.

There will also be built an 8 inch over-flow pipe which will extend through the dam, the top of the over-flow pipe being 6 inches below the crest of the spillway.

There will also be incorporated in the dam an 8 inch draw-off pipe for the purpose of emptying the proposed reservoir.

On the draw-off pipe and on the main water supply pipe there will be installed proper valves on the down stream side of the dam. These valves are to be incased within a concrete man-hole as shown on the plans.

HAMPDEN COUNTY

APPROVED

Aug. 31, 1930.

John G. Maxfield

Edward J. Stapleton

Clarence H. Granger, Associate Commissioner
County Commissioners

Supplementary Specifications
Filed, August 19, 1930

REPORT OF ENGINEER
ON SUPPLEMENTARY PLAN & SPECIFICATIONS

August 19, 1930

The Hon. The Board of County Commissioners,
Hampden County, Springfield, Mass.

John G. Maxfield, Chairman:

Dear Sir:

I have examined, relative to its safety, the supplementary plans and specifications filed for your approval on August 19, 1930 of a rubble concrete dam to be constructed across Heartstone Quarry Brook in Chicopee and report as follows:

Heartstone Brook is a small tributary of Chicopee River. It rises about a half mile northwesterly of the north bank of the river at or near the easterly side of Granby Street and flows easterly to the river which it joins at a point directly across from Chicopee Falls. Its drainage area is rather small and hard to trace on the ground or on the topographical map owing to the flat and sandy formation of the territory. It is however less than a square mile.

Up the brook about fifty feet from the bank of the Chicopee River is the site of the proposed dam. It is eighty feet in length along its top, twenty-two feet in extreme height above the streambed, has a bottom width of thirteen feet, a top width of five feet and rests upon a ledge foundation.

Owing to the structure being located in a narrow ravine, the pondage formed thereby is of small capacity being, according to the plans, less than three quarters of a million gallons. Because of this small pondage and the location of the dam being so close to the river, should the structure fail the released pondage apparently would not do any damage.

In computing however the strength of the dam the figures show that it is a stable design with sufficient safety factors, that against overturning being 2 1/2. I therefore recommend the plans and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

CHICOPEE MANUFACTURING CORPORATION

Chicopee Falls, Mass.

Petition to the Honorable Board of County Commissioners for the County of Hampden

The undersigned herewith submit plans and specifications for a storage reservoir dam in Chicopee Falls, on land belonging to the Chicopee Manufacturing Corporation, across a small stream on our property and pray your Honorable Board to approve the same.

This 14th day of August, 1930.

P. O'Toole

Agent.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

August 21, 1930

In the matter of the petition of the Chicopee Manufacturing Corporation, a copy of which is set out above, for the approval of plan and specifications for a storage reservoir dam to be built by them, in said County, filed August 15, 1930. A supplementary plan and specifications of the proposed work were filed August 19, 1930 which were referred to James L. Tighe, Engineer, selected by the Board, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said supplementary plan and specifications.

Springfield, Massachusetts
August 21, 1930

John G. Maxfield) County
Edward J. Stapleton) Commissioners
Clarence H. Granger) of the County
Associate) of Hampden.
Commissioner.

Dec. meeting 1930

FINAL REPORT OF ENGINEER

December 20, 1930.

The Hon. the Board of County Commissioners
of Hampden County,
Springfield, Mass.

John G. Maxfield, Chairman.

Dear Sir:

I recommend for your acceptance the Chicopee Mfg. Corporation masonry storage reservoir dam built across the Hearthstone quarry brook in Chicopee for which the plans and specifications were approved

April 21, 1930.

August

Respectfully submitted,

James L. Tighe

FINAL DECREE

CHICOPEE MANUFACTURING CORPORATION

Chicopee Falls, Mass.

Petition to the Honorable Board of County Commissioners for the County of Hampden.

The undersigned herewith submit plans and specifications for a storage reservoir dam in Chicopee Falls, on land belonging to the Chicopee Manufacturing Corporation, across a small stream on our property and pray your Honorable Board to approve the same.

This 14th day of August, 1930.

P. O'Toole, Agent

Petition in this case was entered on the fifteenth day of August in the year of our Lord One Thousand Nine Hundred and Thirty, when the said petitioner filed plan and specifications of its proposed work. Supplementary plan and specifications of its proposed work were filed with this Board on August 19, 1930 which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on August 19, 1930 on file with this case. On recommendation of the Engineer, said supplementary plan and specifications were duly approved on August 21, 1930.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the construction and to make a final report on the construction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 20, 1930 which is on file with this case, and it appearing that said plan and specifications have been adhered to, it is ordered that same be recorded.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
) of the County
) of Hampden.

Springfield, Massachusetts
December 31, 1930

Dec. meeting 1930

COMMONWEALTH OF MASSACHUSETTS

Hampden ss

September 13. 1930

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN

Respectfully represent the Inhabitants of the Town of Monson, a Municipal Corporation having an usual place of business at Monson in said County and Commonwealth, that it is the owner of a certain tract of land lying in Monson, in said County, in the locality formerly known as North Monson; that through said property flows a stream of water commonly called Chicopee Brook; that your petitioner desires to lower an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound thereon some of the water of said stream by means of said dam, at said lower level.

WHEREFORE, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

Signed,
INHABITANTS OF THE TOWN OF MONSON
By William H. Anderson
Town Counsel

The foregoing petition was entered on the 15th day of September 1930, and due proceedings having been had thereon, the following Specifications were filed on September 15, 1930; Report of Engineer was filed on September 17, 1930; Interlocutory Decree was filed on September 17, 1930; Final Report of Engineer was filed on December 22, 1930; and Final Decree was filed on December 31, 1930, to wit:

SPECIFICATIONS FOR LOWERING EXISTING DAM
ACROSS CHICOPEE BROOK
in
MONSON MASSACHUSETTS
FOR
THE INHABITANTS OF MONSON

Monson Massachusetts
September 15, 1930

G.T. McDonald
Palmer Massachusetts

DESCRIPTION. Across the Chicopee Brook in Monson is a granite masonry dam, covered with a concrete apron, and formerly used to impound water for a mill. This mill was built in 1923 to 1925 and was operated for only two years. Said dam was specifically repaired and altered by The Rubwood Wheel Co. according to plans and specifications dated May 31, 1923 and filed with the County Commissioners and approved June 18, 1923, at which time said dam was raised about 4 inches above the legal height stated in deeds of the servient estate, on file in the Registry of Deeds at Springfield Massachusetts, which raising lays the said Inhabitants of Monson open to actions at law and in equity for said Maintenance at such illegal level.

Monson, Inhabitants of the Town of, Petrs. for approval of plan and specifications for the lowering of an existing mill dam upon premises owned by Town of Monson in locality formerly known as No. Monson thru which flows a stream of water commonly called Chicopee Brook.

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Plan in Book 9
Page 36.

Dec. meeting 1930

WORK TO BE DONE

First, to remove by compressed air drills and hand work such of the concrete veneering placed on said dam by said Rubwood Wheel Co. to a depth of about 4 inches, to lower said dam, "...to a level equal to the bottom of the top stone in the Easterly abutment of said dam..." which is the legal level at which said dam may be maintained.

Second, smooth the new level by means of pointing.

Repoint the present abutment wall on the westerly side of the dam as and when directed by the County Commissioners and leave the work in an acceptable and satisfactory manner.

Approved,
September 17, 1930

John G. Maxfield)
Edward J. Stapleton) County
Charles W. Bray) Commissioners
of the County
of Hampden.

REPORT OF ENGINEER

September 16, 1930

The Hon. The County Commissioners,
Hampden County,
Springfield, Mass.

John G. Maxfield, Chairman:

Dear Sir:

I have received the plan and specifications filed for your approval on September 15th, 1930 for the lowering or cutting down four inches or thereabouts of the crest of the spillway of the Rubwood dam, so called, built across the Chicopee brook in Monson.

In relation thereto I beg to state that I have visited the dam, examined the proposed work to be done and inasmuch as the lowering of the crest will not weaken the structure but on the contrary make it more safe, because of the lowering of the pond formed, I recommend the plan and specifications for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden ss

September 13, 1930.

TO THE HONORABLE BOARD OF COUNTY
COMMISSIONERS FOR THE COUNTY OF HAMPDEN

Respectfully represent the Inhabitants of the Town of Monson, a Municipal Corporation having an usual place of business at Monson in said County and Commonwealth, that it is the owner of a certain tract of land lying in Monson, in said County, in the locality formerly known as North Monson; that through said property flows a stream of water commonly called Chicopee Brook; that your petitioner desires to lower an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound thereon some of the water of said stream by means of said dam, at said lower level.

WHEREFORE, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

Signed,
INHABITANTS OF THE TOWN OF MONSON

By William H. Anderson
Town Counsel

The foregoing petition was entered on the fifteenth day of September in the year of our Lord, One Thousand Nine Hundred and Thirty, when the said petitioners filed said plan and specifications for the lowering of an existing mill dam upon the premises owned by the Town of Monson in the locality formerly known as North Monson through which flows a stream of water commonly called Chicopee Brook, which were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts
September 17, 1930

John G. Maxfield)
 : County
Edward J. Stapleton) Commissioners
 : of the County
Charles W. Bray) of Hampden.

FINAL REPORT OF ENGINEER

December 20, 1930

The Hon. the Board of County Commissioners,
Hampden County

Court House, Springfield, Mass.

John G. Maxfield, Chairman:

Dear Sir:

I recommend for your acceptance the cutting down or lowering about four inches of the crest of the spillway of the Rubwood mill dam, so called, built across the Chicopee brook in Monson, which has been completed in accordance with the plans and specifications approved on September 17, 1930.

Respectfully submitted,

James L. Tighe

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

September 13, 1930

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN

Respectfully represent the Inhabitants of the Town of Monson, a Municipal Corporation having an usual place of business at Monson in said County and Commonwealth, that it is the owner of a certain tract of land lying in Monson, in said County, in the locality formerly known as North Monson; that through said property flows a stream of water

commonly called Chicopee Brook; that your petitioner desires to lower an existing mill dam upon said premises according to plans and specifications annexed hereto and made a part hereof, and to continue to collect and impound thereon some of the water of said stream by means of said dam, at said lower level.

WHEREFORE, your petitioner prays that said plans and specifications of the proposed work may be filed with and approved by your Honorable Board as required by the provisions of Section 44 of Chapter 253 of the General Laws of Massachusetts, and that said plans and specifications may be retained and recorded, and the work inspected during its progress as therein provided.

Signed,
INHABITANTS OF THE TOWN OF MONSON
By William H. Anderson
Town Counsel

Petition in this case was entered on the fifteenth day of September in the year of our Lord One Thousand Nine Hundred and Thirty, when the said petitioner filed plan and specifications of its proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on September 16, 1930 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on September 17, 1930.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the construction and to make a final report on the construction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 20, 1930 which is on file with this case and it appearing that said plan and specifications have been adhered to, it is ordered that same be recorded.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Springfield, Massachusetts
December 31, 1930

Palmer, Selectmen
of the Town of,
Peters. for specific
repairs on Pleasant
St. Road leading from
the Village of Thorndike
to Bondsville,
beginning near No. 1
Mill in Thorndike to
intersection of said
road with highway
leading from Four
Corners to Bondsville,
and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully Represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from the Village of Thorndike to Bondsville, and known as Pleasant Street Road, be specifically repaired by graveling and oiling, and otherwise repaired as may be necessary, the work to begin at a point near the No. 1 Mill in the Village of Thorndike, and to extend to the intersection of said road with the highway leading from Four Corners to Bondsville.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to

the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of November, 1930.

Ludwik Marhelewicz }
 William B. Kerigan } Selectmen
 David B. Smith } of the Town
 } of Palmer.

The foregoing petition was entered on the 2nd day of December 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1931

On the petition of the Selectmen of the Town of Palmer for specific repairs on Pleasant Street Road leading from the Village of Thorndike to Bondsville, beginning near No. 1 Mill in Thorndike to intersection of said road with highway leading from Four Corners to Bondsville, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of January, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Pleasant Street, this road be specifically repaired by scraping and raking out the stones the full length of the road, then gravelled, oiled and sanded, beginning at the intersection of Main Street in Thorndike and going north to the intersection of the road leading from Bondsville to Four Corners.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

John G. Maxfield)
 Charles W. Bray) County
 Edward J. Stapleton) Commissioners
) of the County
) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from Three Rivers to Ludlow and known as Three Rivers Road be specifically repaired by filling in the bank and madadamizing the gutter, and otherwise repaired as may be necessary, the work to begin at the Ice House and extend westerly to Cassella's Bottling Works.

WHEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to

Palmer, Selectmen of the Town of, Petrs. for specific repairs on Three Rivers Road beginning at Ice House and extend westerly to Cassella's Bottling Works, and for aid.

the expense of said repairs together with an appropriation from the State and Town.

Dated this 25th day of November, 1930

Ludwik Marhelewicz }
William B. Kerigan } Selectmen
David B. Smith } of the Town
of Palmer

The foregoing petition was entered on the 2nd day of December 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1931

On the petition of the Selectmen of the Town of Palmer for specific repairs on Three Rivers Road beginning at the Ice House and extending westerly to Cassella's Bottling Works, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of January, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Three Rivers Road, this road be specifically repaired by gravelling over the guard rail on the north side of the road to fill the bank next to the shoulder of the road; waterways to be constructed, and the shoulder from the edge of the road to the guard rail to be hardened with cold patch and sand, beginning at a point about 100 feet west of the ice house and going west to the Cassella Springs Bottling Works, a distance of about 1200 feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Palmer a sum not to exceed SEVEN HUNDRED FIFTY DOLLARS (\$750.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Westfield, Mayor of the City of, Petr. for relocation, alterations and specific repairs on Feeding Hills Road beginning at Sherman's Mill Bridge extending easterly for a distance of a mile more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Agawam and known as Feeding Hills Rd. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sherman's Mill Bridge and extend easterly for a

distance of a mile more or less, to Town line of Agawam.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this fourth day of December 1930

Louis L. Keefe
Mayor of the City of Westfield

VOTE OF THE CITY COUNCIL

City of Westfield, Massachusetts

December 5, 1930.

Seal

Louis L. Keefe,
Mayor,
Westfield, Mass.

Dear Mr. Mayor:-

The following vote was passed unanimously at a meeting of the City Council December 4, 1930:

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section of the Loomis St. Rd., and a section of the Feeding Hills Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

Attest:

Seal

J. Chambers Dewey
City Clerk

The foregoing petition was entered on the 6th day of December 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1931

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Feeding Hills Road beginning at Sherman's Mill Bridge extending easterly for a distance of a mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of January, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Westfield to Feeding Hills, and being known as the Feeding Hills Road, to grade, surface with gravel and otherwise improve about 3,000 feet, the work to begin at North Longyard Road, station 0, and extend in a northeasterly direction to station 30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-

Dec. meeting 1930

Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

Westfield, Mayor of
the City of, Petr.
for relocation, alter-
ations and specific
repairs on Loomis
St. beginning at
Old Granville or
Mundale Rd. and ex-
tending southerly
for a distance of
8200 feet more or
less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Granville and known as Loomis Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Old Granville or Mundale Road and extend southerly for a distance of 8200 feet more or less, to Town line of Southwick.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County Contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this fourth day of December 1930.

Louis L. Keefe
Mayor of the City of Westfield

VOTE OF THE CITY COUNCIL
City of Westfield, Massachusetts

Seal

Copy
City of Westfield, Massachusetts
Office of the City Clerk

December 5, 1930

Louis L. Keefe,
Mayor,
Westfield, Mass.
Dear Mr. Mayor:-

The following vote was passed unanimously at a meeting of the City Council December 4, 1930: VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section of the Loomis St. Rd., and a section of the Feeding Hills Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

Seal
A true copy. Attest:-
Anna I. Carroll
Assistant City Clerk

Attest:
J. Chambers Dewey
City Clerk

The foregoing petition was entered on the 6th day of December 1930, and due proceedings having been had thereon, on the 6th day of January 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting January 6, 1931

On the petition of the Mayor of the City of Westfield for re-location, alterations and specific repairs on Loomis Street beginning at Old Granville or Mundale Road and extending southerly for a distance of 8200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the sixth day of January, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Westfield to Southwick and being known as Loomis Street, to grade, surface with gravel and otherwise improve about 3,000 feet, the work to begin at Old Granville Road, station 0, and extend in a southerly direction to station 30; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

John G. Maxfield)
Charles W. Bray) County
Edward J. Stapleton) Commissioners
of the County
of Hampden.

December 31, 1930

County Commissioners
Hampden County
Court House, Springfield, Mass.
Gentlemen:-

The undersigned, who have built a small dam on thir lands in North Chester across the middle branch of the Westfield river, did not know until after the work was completed, when their attention was called to the matter by your engineer, that it was necessary to have plans and specifications of the structure approved before the work was started.

We now respectfully submit plans and specifications of the dam constructed and pray that your Honorable Board will approve the same.

A.E.Day and Adra L. Day, Petrs. for approval of plan and specifications of dam constructed on their land in North Chester across the middle branch of the Westfield River, known as the Howe Dam.

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Enclosed please find check for \$3.00 and if this is not the correct amount of the fee would appreciate your advising us.

Respectfully yours,

A. E. Day

Adra L. Day

AED:L

P. S. The plan is being sent under separate cover and we enclose herewith three snap-shots of the dam taken last week Saturday.

The foregoing petition was entered on the 19th day of January 1931, and due proceedings having been had thereon, the following Specifications were filed on January 19, 1931; Report of Engineer was filed on January 29, 1931; and Final Decree was filed on March 25, 1931, to wit:

S P E C I F I C A T I O N S

and Drawings of

H O W E D A M

Located on lands belonging to

ARTHUR E. DAY and ADRA L. DAY
Across the Middle Branch of the WESTFIELD RIVER in
North Chester, Hampden County, Massachusetts.

Total length from end to end, including abutments, 141 feet.

Total length of Spillway between abutments, 84 feet.

Height of Abutments above crest of Spillway, 3 1/2 feet.

Maximum height of crest of Spillway above Streambed, 3 feet.

Structure at base 12 feet.

Material used in construction: Lumber, cement, earth, stone, logs.
Abutments are log cribs filled with stone and earth, pinned at all points with steel pins 3/4 inches in diameter, 18 to 24 inches long, and corners are reinforced with stone, cement and 3 inch planks.

Spillway, log cribs filled with stone, pinned at all points with steel pins 3/4 inches in diameter, 18 to 24 inches long, filled with stone: double two inch plank over logs.

The Raceway has three inch plank with double two inch plank over raceway which can be used as gate.

HAMPDEN COUNTY
APPROVED
Mar. 25, 1931

Arthur E. Day

Edward J. Stapleton

Charles W. Bray

Thos. J. Costello
County Commissioners

Dec. meeting 1930

REPORT OF ENGINEER

January 28th. 1931.

The Hon. The Board of County Commissioners
Hampden County,
Court House,
Springfield, Mass.
Edward J. Stapleton Chairman:
Dear Sir:

In compliance with your request I have examined the plans and specifications filed for your approval on Jan. 19th. inst. of the log crib spillway dam built across the middle branch of the Westfield River in the northerly part of the Town of Chester and recommend that the said plans and specifications be approved.

The dam is located on the lands of Arthur E. and Adra L. Day at a point on the stream where the drainage area contributory is about thirty seven (37) square miles. It is one hundred and forty one (141) feet in length including abutments and about three (3) feet in height above the natural streambed to the crest of the spillway which is eighty four (84) feet in length.

Because of this rather low height of the dam and the small pondage formed thereby, which would cause no damage even if suddenly released by failure of the structure, the owners thought that the approval of the plans and specifications thereof by the County would not be required. Hence the reason that the plans and specifications were not filed before the construction of the dam was begun nor until after the matter was drawn to the attention of the owners.

Respectfully submitted,

James L. Tighe

FINAL DECREE

December 31, 1930

County Commissioners
Hampden County,
Court House, Springfield, Mass.
Gentlemen:

The undersigned, who have built a small dam on their lands in North Chester across the middle branch of the Westfield river, did not know until after the work was completed, when their attention was called to the matter by your engineer, that it was necessary to have plans and specifications of the structure approved before the work was started.

We now respectfully submit plans and specifications of the dam constructed and pray that your Honorable Board will approve the same.

Enclosed please find check for \$3.00 and if this is not the correct amount of the fee would appreciate your advising us.

Respectfully yours,

A. E. Day

Adra L. Day

AED L

Dec. meeting 1930

P. S. The plan is being sent under separate cover and we enclose herewith three snap-shots of the dam taken last week Saturday.

Petition in this case was entered on the nineteenth day of January in the year of our Lord One Thousand Nine Hundred and Thirty-One, when the said petitioner filed plan and specifications of the dam which were referred to Mr. James L. Tighe, Engineer, who made a report in writing dated January 28, 1931 on file with this case, on the construction of the dam. On recommendation of the Engineer, said plan and specifications are hereby approved.

The dam having been inspected and it appearing that said dam has been constructed according to plan and specifications, it is ordered that same be recorded.

Edward J. Stapleton)

Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Springfield, Massachusetts
March 25, 1931

Order to be
Temporarily at
Liberty.

December 24, 1930

Order to permit Andrew Grasso to be temporarily at liberty from Jail

Order to arrest

December 31, 1930

Order to arrest Philip Gauthier of Springfield holder of permit to be at liberty.

Orders

Ordered, that the sum of \$1500. be paid from County Treasury to Town of Brimfield for work done on Warren Road and Holland Road.

Ordered, that the sum of \$500. be paid from County Treasury to Town of Granville for work done on South Lane Road.

Ordered, that the sum of \$1,260.42 which is balance of County's proportion of cost of work done on Three Rivers Road be paid from County Treasury to Town of Palmer.

Ordered, that the sum of \$1,884.61 which is balance of County's proportion of cost of work done on King's Highway and Piper Road be paid from County Treasury to Town of West Springfield.

Alice E.V. Neilson
appointed Clerk
County Commissioners

Voted, that Alice E. V. Neilson of Springfield is appointed Clerk for the County Commissioners of the County of Hampden in accordance with Chapter 299 Acts 1930.

John J. Murphy
gives bond

JOHN J. MURPHY of Holyoke, County Treasurer, appears and is sworn, and gives bond, for the faithful discharge of the duties of said office. Said bond is approved.

Order

January 5, 1931

Ordered, County Treasurer authorized and directed to pay \$781.94 to J.J. Cotter Co., on acct. of heating and ventilating system contract of Springfield District Court House.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts

COUNTY OF HAMPDEN

REGISTER OF DEEDS

DONALD E. ASHE

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

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intentionally left blank

Dec. meeting 1930

Hampshire
County
Sanatorium

January 14, 1931

Apportionment of expenses of maintenance of
Hampshire County Sanatorium upon the towns
and one city in Hampden County.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss.

County Commissioners' Meeting January 14, 1931

ORDERED that the expenses of maintenance of Hampshire
County Sanatorium under the provisions of a contract between the
County of Hampden and County of Hampshire and under the provisions
of General Laws, Chapter 111, Section 85, as amended by the Acts
of 1923, Chapter 113, Sections 1 and 2, and the Acts of 1929,
Chapter 184, be apportioned upon the following towns and one city
in the County of Hampden and in the amounts set forth, to wit:-

Agawam	\$1,292.51
Blandford	152.68
Brimfield	203.57
Chester	244.27
East Longmeadow	529.23
Granville	111.97
Hampden	101.80
Holland	30.56
Longmeadow	1,150.06
Ludlow	1,526.62
Monson	590.29
Montgomery	40.73
Palmer	1,852.28
Russell	641.18
Southwick	274.80
Tolland	50.91
Wales	71.25
West Springfield	3,979.25
Westfield	3,328.22
Wilbraham	508.87
TOTAL	\$16,681.05

Said amount so apportioned on said towns and one city
to be paid to the County Treasurer on or before March 1, 1930.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden

		77
		Dec. meeting 1930
January 5, 1931	Ordered, County Treasurer authorized and directed to pay \$3,009. to W.A. Lieson Co., on acct. of contract for Metal Furniture in the Springfield District Court House.	Order
	Ordered, County Treasurer authorized and directed to pay sum of \$10,957.31 received as rentals from Spfld. Street Railway Co. and New England Tel & Tel Co. under contracts with County of Hampden with reference to use of H.C.M.Bridge, to certain cities, towns and county.	Rentals For use of H.C.M.Bridge
	Ordered, that the sum of \$2,947.82 which is balance of County's proportion of cost of work done on Otis-Blandford Road, be paid from County Treasury to Town of Blandford. Case No. 32-1930.	Order
January 6, 1931	Order to Transfer (4)	Order to Transfer
January 7, 1931	Voted to appoint Henry W. Ely of Westfield, Hampden County, Mass., as attorney for the Hampden County Commissioners for the year 1931, and he is hereby appointed.	Appointment of Henry W. Ely, attorney.
	Voted to appoint William T. Keefe of Westfield, Hampden County, Mass., as Dog Officer for the County of Hampden, for the year 1931, and he is hereby appointed.	Appointment of William T. Keefe Dog Officer
January 9, 1931	Edward J. Stapleton, Esquire, of Holyoke, chosen by ballot, Chairman, for ensuing year.	Edward J. Stapleton chosen Chairman.
January 14, 1931	Apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County.	Hampshire County Sanatorium
	VOTED, Bartholomew E. Moriarty appointed Janitor, vacancy caused by resignation of James E. Foren.	B.E. Moriarty appointed Janitor
	" to discharge Joseph W. Vail and appoint Patrick Shea in his place.	Appointed P. Shea
	" Louis E. Paul appointed as utility janitor and Timothy Collopy as night watchman.	Louis E. Paul, night watchman.
	VOTED, Dr. Joseph H. Lussier appointed as Physician for the boys at the Hampden County Training School, for the year 1931.	Dr. J.H. Lussier appointed Physician Training School
	Ordered, County Treasurer authorized and directed to pay sum of \$34,173.37 to E.J. Pinney, Inc., which is final payment of Springfield District Court House Contract.	Orders
	Ordered, County Treasurer authorized and directed to pay sum of \$1,003.79 to Soland & Johnson which is final payment on plumbing contract of Springfield District Court House.	
	Ordered, County Treasurer authorized and directed to pay \$1,077.31 to Interstate Electric Const. Corp. which is final payment on electrical contract of Springfield District Court House.	
	Ordered, County Treasurer authorized and directed to pay \$2500. to Hall Galleries on acct. of electrical fixtures contract of Springfield District Court House.	

Dec. meeting 1930		
Released from Training School, on parole.	January 14, 1931	Released from Hampden County Training School on parole, Karol Tarczynski and John Warzecki.
County Estimate	January 19, 1931	County Estimate.
Order to arrest	January 21, 1931	Order to arrest holder of parole, George Burns.
Voted to Retire Orphir E. Genest Probation Officer	January 28, 1931	Voted to retire Mr. Orphir E. Genest, Probation Officer of the District Court of Holyoke, from active service, in accordance with Chapter 32 Sections 75 and 76 of the General Laws at a yearly compensation of \$1,050.00.
Authorization To Borrow	February 4, 1931	Ordered, County Treasurer authorized to borrow an amount not exceeding \$600,000. under General Laws, Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.
Dog Damage Claim Louis Serra		Voted, to appoint Wednesday, February 11th, at 2 p. m. Commissioners' Office as the time and place for hearing on dog damage claim of Louis Serra. Notice to appear, interested parties.
Released from Training School on parole.	February 11, 1931	Released from Hampden County Training School on parole: John Ravoso, Raffael Mazaraco.
Annual Report	February 13, 1931	ANNUAL REPORT. All votes and decisions of the County Commissioners during the calendar year 1930 were unanimous.
Order to arrest.		Order to arrest holder of parole, Joseph Deedy.
Notes to Shawmut Corporation	February 18, 1931	Voted to award County of Hampden Notes #385 to 401 inclusive, dated Feb. 18, 1931, due November 6, 1931, for \$400,000. to the Shawmut Corporation of Boston at 2.02% discount.
Orders		<p>Ordered, that the sum of \$2,170.99 which is balance of County's proportion of cost of work done on Westfield St. be paid from County Treasury to Town of Agawam. Case No. 54-1930.</p> <p>Ordered, that the sum of \$31.99 which is balance of County's proportion of cost of work done on Otis-Blandford Road be paid from County Treasury to Town of Blandford. This order supplements order of January 5, 1931. Case No. 32-1930.</p> <p>Ordered that the sum of \$2,920.97 which is balance of County's proportion of cost of work done on East Main Street be paid from County Treasury to City of Chicopee. Case No. 56-1930.</p> <p>Ordered County Treasurer authorized and directed to pay \$177.53 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Holland. Case No. 50-1930.</p> <p>Ordered, County Treasurer authorized and directed to pay sum of \$3,783.99 to Town of Ludlow on acct. of County's proportion of cost of work done on Putts Bridge.</p>

Dec. meeting 1930
Orders

February 18, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$3,783.99 to City of Springfield on acct. of County's proportion of cost of work done on Putts Bridge.

Ordered, that the sum of \$119.10 which is balance of County's proportion of cost of work done on Bircham Bend Road or East Main Street be paid from County Treasury to City of Springfield.

Ordered, that the sum of \$4,161.36 which is balance of County's proportion of cost of work done on Point Grove Rd., Sheep Pasture, Depot Street and Congamond Road in Southwick be paid from County Treasury to Town of Southwick. Cases No. 36 and 37-1930.

Ordered, County Treasurer authorized and directed to pay \$194.54 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales. Case No. 59-1930.

Order to arrest Harry Freeman of Holyoke, holder of permit to be at liberty.

Order to arrest

Order to arrest Ernest Sabourin of Springfield, holder of permit to be at liberty.

Order to arrest

February 25, 1931

Ordered, County Treasurer authorized and directed to pay \$765.50 to Meekins, Packard & Wheat, Inc. which is final payment on contract for Cabinet Work in District Court of Springfield.

Orders

Ordered, County Treasurer authorized and directed to pay \$475.00 to Hall Galleries which is final payment on Electric Fixtures Contract of District Court of Springfield.

Ordered, County Treasurer authorized and directed to pay \$50.00 to Springfield Window Shade Co., which is final payment on Window Shades Contract of District Court of Springfield.

March 4, 1931

Final Bill of Richard D. Kimball Co., Boston, in connection with heating system, District Court of Springfield, in the amount of \$82.58 approved by County Commissioners for payment.

Final Bill of
Richard D. Kimball
Company, Boston.

Ordered, County Treasurer authorized and directed to pay sum of \$2,622.45 to J. J. Cotter Company which is final payment of the heating and ventilating system contract of the District Court of Springfield.

Order

Voted, to accept the provisions of Chapter 22 of the Acts of 1931, An Act relative to the Lease of a Court Room and Offices for the use of the Trial Justice's Court in the Town of Ludlow.

Vote

Voted, to accept the provisions of Chapter 38 of the Acts of 1931, An Act to provide for the Construction, original equipment and furnishing of a nurses' home at the Hampshire County Sanatorium at Leeds in the City of Northampton.

Voted to construct
Nurses' Home
at Leeds

Dec. meeting 1930		
Released from Training School on parole	March 11, 1931	Released from Hampden County Training School on parole: Alfred Perusse, Victor Gelgut.
Order to arrest		Order to arrest James Moran of Springfield, holder of permit to be at liberty.
Ordered to pay County's share of expense and maintenance of Mt. Tom State Reservation.	March 25, 1931	Ordered, County Treasurer authorized and directed to pay to County of Hampshire for County of Hampden's share of expense of maintenance of Mt. Tom State Reservation, \$11,282.67 in two payments, March 25th, \$6,000. and Nov. 8th, \$5,282.67.
Voted to re-appoint Mrs. W.G. Dwight Trustee	April 1, 1931	Voted to re-appoint Mrs. W. G. Dwight of Holyoke, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1931 to April 1, 1934.
Voted to re-appoint Horace A. Moses Trustee		Voted to re-appoint Mr. Horace A. Moses of Russell, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1931 to April 1, 1934.
Voted to re-appoint F. A. Upham Trustee		Voted, to re-appoint Mr. F. A. Upham of Wilbraham, a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1931 to April 1, 1934.
Order to arrest.		Order to arrest Fred Bourgelas of Ludlow, holder of permit to be at liberty.
Released from Training School on parole.	April 8, 1931	Released from Hampden County Training School on parole, Charles Snyder.
Voted to Purchase Penn. Power & Lt. Bonds		Voted, County Treasurer authorized to purchase \$10,000. Principal at 96 1/2 and accrued interest of the Pennsylvania Power & Light Company, First Mortgage Gold Bonds, 4 1/2% Series due 1981, from the War Chest Fund of the County of Hampden.
Voted to disallow Dog Damage Claim, Louis Serra.		Voted, to disallow claim of Louis Serra of Allen St., Springfield for damages to eleven (11) pigs owned by him, supposed to have been afflicted by dogs.
Voted to construct highway.		Voted, to indorse and approve the construction of a state highway from the Mass-Conn State line in Granville to the Bonny-Rigg Four Corners so-called, in Becket.
Damage Done By Dogs		
Land Damages		
Sundry Accounts		Sundry accounts being presented, are allowed and the same amounting to the sum of

April 8, 1931.

Hampden, ss:

Judgment is entered up according to reports etc. and
all matters not acted upon are ordered to be continued and this
meeting is adjourned without day.

Attest: _____ CLERK.



HALL OF JUSTICE
50 STATE STREET
SPRINGFIELD, MA 01103-2021

The Commonwealth of Massachusetts
COUNTY OF HAMPDEN
REGISTER OF DEEDS
DONALD E. ASHE

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intentionally left blank

TELEPHONE
(413) 755-1722 / 784-0479
FAX (413) 731-8190

April meeting 1931

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden on the second Tuesday of April, being the fourteenth day of said month and from time to time to the nineteenth day of June, in the year of our Lord one thousand nine hundred and thirty-one.

Present:

Edward J. Stapleton, Esquire, Chairman
Charles W. Bray, Esquire
Thomas J. Costello, Esquire

} County
} Commissioners

Voted to Sell
\$10,000. Public
Service Co.

April 22, 1931

Voted, to authorize County Treasurer to sell \$10,000. Principal at 110 and accrued interest, of Public Service Co. of Northern Illinois (this issue has been called) for the War Chest Fund of the County of Hampden, Mass.

Report on Cobble
Mountain Dam.

Report from James L. Tighe, Engr., on Cobble
Mountain Dam.

April 21st 1931

The Hon. The Board of County Commissioners
Hampden County
Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

Relative to the construction of the Cobble Mt. dam I beg to report that the sluicing of the earth fill which was discontinued on Nov. 1930 was resumed on Thursday last April 16th.

In the doing of the work it is arranged to run the sluicing continually night and day except on Sundays when it will be shut down.

Last year six trains of ten cars each were used for hauling the earth material from the borrow pits to the dam, this year ten trains of ten cars each are being used for the same purpose.

When the sluicing was resumed the other day the elevation of the earth fill was 819 or 146 feet below the top of the dam.

At present there is roughly about 1,000,000 cubic yards of earth fill to be deposited in place and about 1,100,000 cubic yards including rock fill toes rip-rapping etc. required to complete the work. When the work was started the estimated yardage was 1,800,000.

During the winter months or from the 1st of Dec. to the 1st of April there were 27,000 cubic yards of rock excavated and deposited in the downstream rock fill toe. Both rock fill toes are well advanced and the upstream one practically completed.

The spillway excavation is practically finished and the building of the concrete weir across the head of the spillway will be started within ten days it is expected.

The centering to carry the concrete bridge across the spillway is set in place and the forms for the concrete arch above are under construction. With the exception of about 100 feet in length the concrete cut off walls in the dam are completed.

Respectfully submitted,
James L. Tighe

May 6, 1931 Voted, County Treasurer authorized and directed to transfer \$2,095.21 from Springfield District Court House Account to the General Funds of the County.

Order to transfer

May 13, 1931 Ordered, that \$166.38 additional be paid to the Town of Chester from the County Treasury for work done on Middlefield Road. This is a supplementary order. Case No. 49 - 1930.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$2,489.43 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road in Palmer. Case No. 41 - 1930.

May 18, 1931 Report from James L. Tighe on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

May 16, 1931

The Hon. The Board of County Commissioners
Hampden County
Springfield, Mass.
Edward J. Stapleton, Chairman:
Dear Sir:

I beg to report that the depositing of the earth-fill in the Cobble Mt. dam is being prosecuted with despatch.

Since April 16th last to date, which is just a month, the dam has been raised 22 feet and is now at elevation 841 of 124 feet below the elevation of the top of the structure when it will be completed. The maximum amount of earth-fill deposited in one day since the work was started occurred last week and was in the neighbourhood of 10,000 cubic yards.

Both rock fill toes are practically finished and the excavation and forms for the last hundred feet or thereabouts of the concrete cut-off wall on the north slope are now ready for the pouring of the concrete.

The centering for the bridge and abutments across the spillway channel is finished and also the forms set up for the concrete lining wall to be built on the north side of the channel between the crest of the spillway and bridge.

The excavation of the foundation of the concrete spillway crest has been completed and about 500 yards of the concrete deposited therein.

Respectfully submitted,
James L. Tighe

April-meeting 1931

Voted to Loan

May 20, 1931

Voted, to award County of Hampden Temporary Loan for \$200,000. at 1.53 per cent discount, to The First National Old Colony Corp. of Boston, Mass.

Order

May 27, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$1,398.39 to Town of Palmer on account of County's proportion of cost of work done on Forest Lake Road in Palmer. Case No. 41 - 1930.

Order to arrest

Order to arrest Wanda Maiolo-alias Vanda Frankowski of Agawam, holder of permit to be at liberty.

Report on Cobble Mountain Dam.

June 3, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

June 2, 1931.

The Hon. The Board of County Commissioners

Hampden County

Springfield, Mass.

Edward J. Stapleton, Chairman

Dear Sir:

Relative to the construction of Cobble Mt. Dam, I beg to state that the elevation of the earth-fill is now at 853 or within 112 feet of the top of the dam. The fill is progressing at the rate of about one foot in height per day.

The rock-fill toes are now completed and the rip-rap finish which is to extend up the slopes of the embankment has been started.

The concrete work to be done at the spillway including the bridge to carry the roadway across the latter, is well under way and about one third completed.

Inasmuch as the elevation of the dissolving or hog box, so called, in which is mixed the material conveyed thereto by train and from which it is sluiced into place, is considerably below the top of the dam, the hog box, because of the approach of the earth-fill, will have to be changed to a higher elevation and that within a couple of weeks or thereabouts.

The new location selected is at the other or south end of the dam. From here a new railroad will be built about a mile and half in length to the Stowe brook flats so called, where borrow banks will be opened and from which it is expected, all the material necessary to finish the dam can be taken.

When the new borrow banks are opened the three shovels now operating in the present banks will be removed thereto and the present banks abandoned. Work in preparation for the change has already been started.

Respectfully submitted,

James L. Tighe

April meeting 1931

June 10, 1931

Voted, to award contract for furnishing a chain link fence at the Hampden County Jail to O. C. ALDERMAN in accordance with their bid, and specifications furnished by the County Commissioners. (Specifications in adv.).

Vote

Voted to increase salary of James C. Donegan, Probation Officer of the District Court of Chicopee.

Voted to Increase Salary of James C. Donegan.

June 12, 1931

Apportionment of County Tax for the year 1931.

Apportionment of County Tax for Year 1931

Agawam	\$17,057.87
Blandford	2,014.71
Brimfield	2,686.28
Chester	3,223.53
Chicopee	106,912.94
East Longmeadow	6,984.32
Granville	1,477.45
Hampden	1,343.14
Holland	402.94
Holyoke	216,513.16
Longmeadow	18,132.39
Ludlow	19,744.15
Monson	7,790.21
Montgomery	537.25
Palmer	23,504.95
Russell	8,461.78
Southwick	3,626.47
Springfield	561,430.52
Tolland	671.57
Wales	940.19
West Springfield	54,664.79
Westfield	45,263.69
Wilbraham	6,715.70
	<u>\$1,110,100.00</u>

Warrants issued June 12, 1931. To be paid on or before Nov. 1, 1931

June 17, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

June 16, 1931.

The Hon. The Board of County Commissioners

Hampden County

Springfield, Mass.

Edward J. Stapleton, Chairman.

Dear Sir:

In relation to the Cobble Mt. dam the earth-fill is now at 864 or within 101 feet of the top of the dam thus showing that the structure has been raised eleven feet in two weeks.

As intimated in my report of the 2nd inst., the sluice work was suspended on Sunday last and the sluicing machinery is now being moved to a new location across the valley at the other end of the dam. The location of the dissolving box, in which the material is mixed with water and discharged therefrom on the beaches through piping by gravity, will be 975 or 10 feet higher than the top of the dam and about 80 feet higher than the present location of the box.

It will take about 10 days or probably two weeks before everything is ready to start the sluice work again.

The other parts of the work such as the laying of concrete rip-rapping etc., are going on as usual. The concrete in the crest of the spillway has been completed and the finishing of the concrete cut-off wall up the northern slope of the valley has been started.

Respectfully submitted,

James L. Tighe

April meeting 1931

Released from
Training School
on Parole.

June 17, 1931

Released from Hampden County Training School on
parole, Bernard Perkins, Joseph Wach.

Damages Done
By Dogs

Land Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting
to the sum of

June 19, 1931

Hampden, ss:

Judgment is entered up according to reports etc. and
all matters not acted upon are ordered to be continued and this
meeting is adjourned without day.

Attest: _____ CLERK.

June meeting 1931

THE COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the fourth Tuesday of June, being the twenty-third day of said month and from time to time to the second day of October, in the year of our Lord one thousand nine hundred and thirty-one.

Present,

Edward J. Stapleton, Esquire, Chairman)
Charles W. Bray, Esquire)County
Thomas J. Costello, Esquire)Commissioners

RELOCATION REPORT FILED, SEPTEMBER 9, 1931.

PROCEEDINGS VACATED AND PETITION DISMISSED
WITHOUT PREJUDICE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 23, 1931

In the matter of the petition of the Mayor and Board of Aldermen of the City of Springfield for relocation, alterations and specific repairs on Parker Street from Boston Road southeasterly to Wilbraham Road, a distance of 4500 feet more or less and for aid, it appearing that there was not in attendance at the public hearing given in said matter the required number of Commissioners, proceedings are vacated and the petition is dismissed without prejudice.

Petition #52, 1931.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Granville and known as Loomis Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Old Granville or Mundale Road and extend southerly for a distance of 8200 feet, more or less, to Town line of Southwick.

WHEREAS acting on a similar petition, dated the fourth day of December 1930, your Honorable Board on January 6, 1931 ordered specific repairs on a section of about 3000 feet of said road, in accordance with specifications set forth in an agreement of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations

Springfield, Mayor and Board of Aldermen of the City of, Petrs for relocation, alterations and specific repairs of Parker St., from Boston Rd. southeasterly to Wilbraham Rd., a distance of 4500 ft. more or less, and for aid.

52

Plans in Book 9, Pages 89-93 Incl.

Proceedings vacated & Petition Dismissed Without Prejudice.

See No. 93

Westfield, Mayor of the City of, Petr. for relocation, alterations and specific repairs on Loomis St. beginning at Old Granville or Mundale Rd. and extending southerly for a distance of 8200 ft. more or less to Southwick Town Line, and for aid.

25

June meeting 1931

and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.
Dated this tenth day of February 1931.

Louis L. Keefe
Mayor of the City of Westfield.

The foregoing petition was entered on the 24th day of February 1931, and due proceedings having been had thereon, on the 24th day of June 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 24, 1931

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Loomis Street beginning at Old Granville or Mundale Road and extending southerly for a distance of 8200 feet more or less to Southwick Town Line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of May, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading to Southwick and being known as Loomis Street, to grade, surface with gravel and otherwise improve about 2,500 feet, the work to begin at the end of the section of said road now being improved, station 25, and extend in a southerly direction to station 50, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

(For Vote of City Council, see #26)

June meeting 1931

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized in writing by vote of the City Council of Westfield, hereto attached, that common convenience and necessity require that the highway leading from Westfield to Agawam and known as Feeding Hills Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sherman's Mill Bridge and extend easterly for a distance of a mile, more or less, to Town line of Agawam.

WHEREAS acting on a similar petition, dated the fourth day of December 1930, your Honorable Board on January 6, 1931 ordered specific repairs on a section of about 3000 feet of said road, in accordance with specifications set forth in an agreement of the Department of Public Works, Division of Highways; said repairs having in the main been completed.

NOW, THEREFORE, your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify additional specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this tenth day of February 1931.

Louis L. Keefe
Mayor of the City of Westfield.

CITY OF WESTFIELD, MASSACHUSETTS

Seal

February 19, 1931.

Louis L. Keefe,
Mayor,
Westfield, Mass.

Dear Mayor Keefe:-

The following votes were passed unanimously at a meeting of the City Council February 5, 1931 and approved by the Mayor February 9, 1931:-

VOTED: That \$2,000.00 be appropriated from the Excess and Deficiency Account for highway improvements on the Loomis St. Rd.

VOTED: That \$2000.00 be appropriated from the Excess and Deficiency Account for highway improvements on the Feeding Hills Rd.

VOTED: That the Mayor be authorized to petition the State and County on behalf of the City for the relocation and reconstruction of a section of the Feeding Hills Rd., and a section of the Loomis St. Rd., and to sign on behalf of the City a contract with the State covering any reconstruction work connected with the same.

Attest:

J. Chambers Dewey

Seal

City Clerk

Westfield, Mayor of the City of, Petr. for relocation, alterations and specific repairs on Feeding Hills Rd. beginning at Sherman's Mill Bridge and extending easterly for a distance of a mile more or less to Agawam Town Line, and for aid.

The foregoing petition was entered on the 24th day of February 1931, and due proceedings having been had thereon, on the 24th day of June 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting June 24, 1931

On the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Feeding Hills Road beginning at Sherman's Mill Bridge and extending easterly for a distance of a mile more or less to Agawam Town Line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the thirteenth day of May, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading to Feeding Hills, and being known as the Feeding Hills Road, to grade, surface with gravel and otherwise improve about 2,000 feet, the work to begin at the end of the section of said road now being improved, station 20, and extend in a north-easterly direction to station 40, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TOWN OF GRANVILLE, MASSACHUSETTS

OFFICE OF SELECTMEN

To The County Commissioners of the County of Hampden:

Respectfully represent your petitioners each being an inhabitant of the Town of Granville, that common convenience and necessity requires the layout, location, relocation, alteration, widening, construction and specific repairs of a highway from a point on the highway leading from Granville Center to Tolland Line. Being a continuation of a road that has been under construction for several years.

Wherefore your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and construct and make specific repairs of a highway as above represented.

E. A. Jensen)
Porter T. Frisbie) Selectmen
David F. Kenney) of
Granville

Granville, Selectmen of the Town of Petre, for layout, location, relocation, alteration, widening, construction and specific repairs on highway leading from Granville Center to Tolland Line.

June meeting 1931

The foregoing petition was entered on the 6th day of March 1931, and due proceedings having been had thereon, on the 5th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 5, 1931.

On the petition of the Selectmen of the Town of Granville for layout, location, relocation, alteration, widening, construction and specific repairs on highway leading from Granville Center to Tolland Line.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Granville leading to Tolland, and being known as the Main Road, to grade, surface with gravel and otherwise improve said road, the work to begin at the end of the section of said road improved in 1930, station 64, and extend in an easterly direction as far as the funds available will permit; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE THOUSAND FIVE HUNDRED DOLLARS (\$5,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Chester in said County, that common convenience and necessity require that the highway leading from Huntington to West Worthington and known as East River Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of the road improved in 1930 and extending for a distance of twenty-five hundred feet more or less. WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made,

Chester, Selectmen of the Town of, Petrs. for re-location, alterations and specific repairs on East River Road beginning at the end of section of road improved in 1930 and extending for a distance of 2500 feet more or less, and for aid.

and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixth day of March 1931.

Thomas Rose

Leon J. Kelso

Selectmen of Chester.

The foregoing petition was entered on the 9th day of March 1931, and due proceedings having been had thereon, on the 12th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 12, 1931

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on East River Road beginning at the end of section of road improved in 1930 and extending for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Worthington, and being known as the East River Road, to grade, surface with gravel and otherwise improve about 2,300 feet, the work to begin at the end of the section of said road improved in 1930, station 166+50 and extend in a north-westerly direction to station 189+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester:

Charles W. Bray)County
Thos. J. Costello)Commissioners
Hormisdas Boucher)of the County
)of Hampden.
)Associate
)Commissioner.

Chester, Selectmen of the Town of, Petra, for relocation, alterations, and specific repairs on Middlefield Road beginning at end of section of road resurfaced in 1930 & extending northerly for a distance of 4000 ft. more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Chester to Middlefield and known as Middlefield Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of the road re-surfaced in

June meeting 1931

1930 and extending northerly for a distance of four thousand feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixth day of March 1931.

Thomas Rose

Leon J. Kelso

Selectmen of Chester

The foregoing petition was entered on the 9th day of March 1931, and due proceedings having been had thereon, on the 12th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 12, 1931

On the petition of the Selectmen of Chester for relocation, alterations and specific repairs on Middlefield Road beginning at end of section of road resurfaced in 1930 and extending northerly for a distance of 4,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Chester Village to Middlefield, and being known as the Middlefield Road, to grade, surface with stone retread and otherwise improve about 6,800 feet, the work to begin at the end of the section of said road improved in 1930, station 35, and extend in a northerly direction to station 103, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray

Thos. J. Costello

Hormisdas Boucher

) County
) Commissioners
) of the County
) of Hampden.
) Associate
) Commissioner.

June meeting 1931

Chester, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Maple St. leading southerly from Main St. to Huntington St. Bridge, for a distance of 690 feet more or less averaging 30 ft. in width, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway known as Maple Street in Chester, Mass. and leading southerly from Main Street to Huntington Street bridge be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, for a distance of six hundred ninety feet more or less, averaging thirty feet in width.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this sixth day of March 1931.

Thomas Rose

Leon J. Kelso

Selectmen of Chester

The foregoing petition was entered on the 9th day of March, 1931, and due proceedings having been had thereon, on the 6th day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1931.

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Maple Street leading southerly from Main Street to Huntington Street Bridge, for a distance of 690 feet more or less averaging 30 feet in width, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Maple Street in Chester; this road be specifically repaired commencing at the Maple Street bridge, extending northerly for a distance of seven hundred feet, road to be graded and covered with gravel, grading to cover a width of thirty feet and resurfaced with trap rock and tar for a depth of two inches.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray)County
Thos. J. Costello)Commissioners
Hormisdas Boucher)of the County
Associate of Hampden.
Commissioner.

Hampden, Mass. March 9, 1931

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

Respectfully represent the undersigned, Selectmen of the Town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Somers and known as Somers Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Hampden-East Longmeadow Road and extend to Somers line for a distance of 1.6 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this ninth day of March 1931.

N. S. Kibbe
J. J. Flynn
N. M. Carew
Selectmen
of
Hampden

The foregoing petition was entered on the 10th day of March 1931, and due proceedings having been had thereon, on the 30th day of September 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1931

On the petition of the Selectmen of the Town of Hampden for relocation, alterations and specific repairs on Somers Road beginning at Hampden-East Longmeadow Road and extending to Somers line, for a distance of 1.6 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of May, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road leading from Hampden to Somers, Conn., and being known as the Somers Road, to grade, surface with bituminous macadam and otherwise improve about 3,100 feet of the road in Hampden, the work to begin at the junction of Main Street and the Somers Road, station 86, and extend in a southerly direction to station 55, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-

Hampden, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Somers Rd. beginning at Hampden-East Longmeadow Rd. and extend to Somers line, for a distance of 1.6 miles more or less, and for aid.

Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE THOUSAND SIX HUNDRED DOLLARS (\$5,600.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Edward J. Stapleton) County
Thos. J. Costello) Commissioners
Clarence H. Granger) of the County
Associate Commissioner.

Brimfield, Selectmen
of, Petrs. for speci-
fic repairs on Warren
Rd. beginning at the
Brimfield-Warren town
line and go to Station
72 and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield in said County, that common convenience and necessity require that the road leading from Brimfield to Warren, known as the Warren road, be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the Brimfield-Warren town line and go to Station 72 and that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFOR, your petitioners pray that your Honorable Board may determine and specify such repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of March, 1931.

Frank B. Haley

Geo. N. Freeman

H. C. Pease

Selectmen of Brimfield

The foregoing petition was entered on the 21st day of March 1931, and due proceedings having been had thereon, on the 2nd day of September 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 2, 1931

On the petition of the Selectmen of Brimfield for specific repairs on Warren Road beginning at the Brimfield-Warren town line and go to station 72 and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Brimfield leading from Warren and being known as the Warren Road, to repair, treat with bituminous material and otherwise improve about 6,336 feet, the work to begin at the Warren line, station 0, and extend in a

southerly direction to station 64, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed THREE HUNDRED DOLLARS (\$300.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

Edward J. Stapleton)
 Charles W. Bray) County
 Thos. J. Costello) Commissioners
) of the County
) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield in said County, that common convenience and necessity require that the road leading from Brimfield to Holland, known as the Holland Road, be specifically repaired by grading, re-surfacing and hardening or otherwise repaired as may be necessary, the work to begin at the junction of the Holland and Page Hill roads and go to the Brimfield-Holland town line, and that the County of Hampden will be greatly benefited by said repairs if same are made.

WHEREFOR, your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of March, 1931.

Frank B. Haley
 Geo. N. Freeman
 H. C. Pease
 Selectmen of Brimfield.

The foregoing petition was entered on the 21st day of March 1931, and due proceedings having been had thereon, on the 2nd day of September 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 2, 1931

On the petition of the Selectmen of Brimfield for specific repairs on Holland Road beginning at junction of Holland and Page Hill Roads and go to Brimfield-Holland town line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Brimfield

Brimfield, Selectmen of, Petrs. for specific repairs on Holland road beginning at junction of Holland and Page Hill Roads and go to Brimfield-Holland town line, and for aid.

June meeting 1931

leading to Holland and being known as the Holland Road, to repair, treat with bituminous material and otherwise improve about 11,088 feet, the work to begin at the State Road, station 0+00 and extend in a southerly direction to the Holland line, station 110+88, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Brimfield.

Edward J. Stapleton)

Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Chester, Selectmen
of, Petrs. for relo-
cation, alterations
and specific repairs
on Prospect Street
leading from Main St.
to Abbott Hill Rd.,
and for aid.

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TOWN OF CHESTER, MASSACHUSETTS

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that the common convenience and necessity require that the highway known as Prospect Street in Chester Massachusetts leading from Main Street to Abbott Hill road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, for a distance of twenty eight hundred feet more or less, averaging sixteen feet in width.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of April 1931.

John E. Cooney

Thomas Rose

Leon J. Kelso

Selectmen of Chester.

The foregoing petition was entered on the 18th day of April 1931, and due proceedings having been had thereon, on the 6th day of October 1931, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1931.

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Prospect Street leading from Main Street to Abbott Hill Road, and for aid,

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Prospect Street in Chester; this road be specifically repaired commencing at the junction of Main and Prospect Streets, extending easterly and northerly for a distance of nine hundred feet, the road to be graded to lines and resurfaced with trap rock and tar for a width of sixteen feet, macadam to be two inches in depth.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray)County
:Commissioners
Thos. J. Costello)of the County
:of Hampden.
Hormisdas Boucher)Associate
:Commissioner.

TOWN OF CHESTER MASSACHUSETTS
TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.
RESPECTFULLY represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway known as Williams Street in Chester, Massachusetts and leading northerly from the Lee road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, for a distance of two thousand feet more or less. WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this eleventh day of April 1931.

John E. Cooney

Thomas Rose

Leon J. Kelso

Selectmen of Chester.

The foregoing petition was entered on the 18th day of April 1931, and due proceedings having been had thereon, on the 6th day of October 1931, said Commissioners file the following Final Decree, to wit:

Chester, Selectmen of, Petrs. for re-location, alterations and specific repairs on Williams Street leading northerly from the Lee Rd. and for aid.

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1931

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Williams Street leading northerly from the Lee Road, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on William Street in Chester; this road be specifically repaired commencing at the junction of Main and William Streets extending northerly for a distance of seven hundred and fifty feet, present road bed to be removed and replaced with stone fill ten inches deep for a width of sixteen feet, stone to be covered with four inches of gravel and resurfaced with trap rock and tar, making macadam two inches in depth.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray) County
Thos. J. Costello) Commissioners
Hormisdas Boucher) of the County
Associate of Hampden.
Commissioner.

Hampden, Selectmen
of, Petrs. for spe-
cific repairs on
Scantic Rd. leading
from Hampden to
Monson beginning at
end of piece tarred
last year and extend
for about 1 mile
more or less, and for
aid.

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Hampden, Mass. April 9, 1931

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the town of Hampden, in said County, that common convenience and necessity require that the highway leading from Hampden to Monson and known as Scantic Road be repaired by tarring, the work to begin at end of piece tarred last year and extend for about 1 mile more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may specify such repairs and order them to be made, and that said County contribute to expense of said repairs together with an appropriation from the State and Town.

Dated this ninth day of April 1931.

N. S. Kibbee)
N. M. Carew) Selectmen
J. J. Flynn) of
Hampden.

The foregoing petition was entered on the 18th day of April 1931, and due proceedings having been had thereon, on the 30th day of September 1931, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1931

On the petition of the Selectmen of the Town of Hampden for specific repairs on Scantic Road leading from Hampden to Monson beginning at end of piece tarred last year and extend for about one mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of May, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Hampden leading to Monson, and being known as Scantic Road, to repair, treat with bituminous material and otherwise improve about 4,000 feet, the work to begin at the end of the bituminous macadam surface, station 178, and extend in an easterly direction for a distance of about 4,000 feet, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Hampden a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Hampden.

Edward J. Stapleton)County
;Commissioners
Thos. J. Costello)of the County
;of Hampden.
Clarence H. Granger)Associate
Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor of the City of Westfield, duly authorized by vote of the City Council, annexed hereto, that common convenience and necessity require that the highway leading from Westfield to Montgomery, through Wyben, and known as Montgomery Road be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at or near the intersection of Montgomery Road with Notre Dame Street, so called, and extend northerly about 4-3/4 miles, or any part thereof, to the boundary line between the Town of Montgomery and the said City of Westfield.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Westfield, City of
Mayor of the, Petr.
for relocation, alt-
erations and specific
repairs on Montgomery
Rd. leading from West-
field to Montgomery
through Wyben, begin-
ning at or near
intersection of Mont-
gomery Rd. with Notre
Dame St., northerly
about 4-3/4 miles or
any part thereof, to
boundary line between
Montgomery and West-
field, and for aid.

June meeting 1931

Dated this eleventh day of April 1931.

Louis L. Keefe
Mayor of the City of Westfield

VOTE OF CITY COUNCIL

Seal

CITY OF WESTFIELD, MASSACHUSETTS

April 9, 1931.

Oren E. Parks,
Superintendent of Public Works Dept.,
Westfield, Mass.

Dear Mr. Parks:-

This is to certify that the following votes were passed unanimously at a meeting of the City Council April 2, 1931 and approved by the Mayor April 4, 1931:-

VOTED: That \$15,000.00 be appropriated from the Excess and Deficiency Account for the construction of a macadam surface on the Montgomery Rd.

VOTED: That the Mayor be authorized on behalf of the City to enter into an agreement with the State and County for the construction of a macadam surface on the Montgomery Rd.

Attest:

J. Chambers Dewey

Seal

City Clerk.

The foregoing petition was entered on the 18th day of April 1931, and due proceedings having been had thereon, on the 12th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 12, 1941.

In the matter of the petition of the Mayor of the City of Westfield for relocation, alterations and specific repairs on Montgomery Road leading from Westfield to Montgomery thru Wyben, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Westfield leading from Westfield to Montgomery, and being known as the Montgomery Road, to grade, surface with gravel and otherwise improve about 866 feet, and to resurface with bituminous macadam and otherwise improve 15,400 feet, the work to begin at the end of the section of said road improved in 1930, station 191, and extend in a northerly direction to the Montgomery line, beginning again at Pine Street, and extending to station 116+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

June meeting 1931

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Westfield a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Westfield.

Edward J. Stapleton)
 Charles W. Bray) County
 Thos. J. Costello) Commissioners
 of the County
 of Hampden.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Otis and known as the Blandford Otis road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise be repaired as may be necessary the work to begin at termination of work 1930 and extend for a distance of one and one quarter miles more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing may make such relocation and alterations and may determine and specify such specific repairs and order them made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

S. A. Anderson)
 F. B. Hart) Selectmen
 A. H. Smith) of the Town of
 Blandford.

Blandford, April 13, 1931.

The foregoing petition was entered on the 21st day of April 1931, and due proceedings having been had thereon, on the 9th day of September 1931, said Commissioners file the following final decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 9, 1931

On the petition of the Selectmen of Blandford for relocation, alterations and specific repairs on Blandford-Otis Road beginning at termination of 1930 work for a distance of one and one-quarter miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Blandford, leading to Otis, and being known as the Otis Road, to construct a reinforced concrete beam bridge over Tiffany Brook, and to grade, surface with bituminous macadam and otherwise improve the approaches thereto,

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Blandford-Otis Rd beginning at termination of 1930 work for a distance of one and one-quarter miles more or less, and for aid.

the work to begin at the end of the section of said road improved in 1930, station 218+00, and extend in an easterly direction to station 260+31.59, thence from station 260+79.21 to station 261+50. (station 260+31.59 - 260+79.21), these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWENTY THOUSAND FIVE HUNDRED DOLLARS (\$20,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray)County
)Commissioners
Thos. J. Costello)of the County
)of Hampden.

Blandford, Selectmen
of, Petrs. for dis-
continuance of portion
of a road known as
South St. beginning
at southern boundary
of Geo. Mayer to
junction with Bates
Road.

To the County Commissioners of the County of Hampden:

Respectfully petition the following Selectmen of the Town of Blandford that common convenience and necessity require that a portion of a public road known as South St. beginning at southern boundary of Geo. Mayer to Junction with Bates Road be discontinued.

Wherefore your petitioners pray that after notice view and hearing your Honorable Board discontinue said Road.

S. A. Anderson)
F. B. Hart)Selectmen
)of
A. H. Smith)Blandford

Blandford April 17, 1931

The foregoing petition was entered on the 21st day of April 1931, and due proceedings having been had thereon, on the 5th day of August 1931, said Commissioners file the following Discontinuance Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 5, 1931

On the petition of the Selectmen of Blandford for discontinuance of portion of a road known as South Street beginning at the southern boundary of George Mayer to Junction with Bates Road.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-fifth day of June, A. D. 1931 at two thirty P. M. view said highway, and hear all parties interested, and did adjudge that common convenience and necessity require that said highway should be discontinued.

And now said Commissioners ORDER AND DECREE that said highway be, and the same is, hereby discontinued, in the manner following:

June meeting 1931

That portion of South Street beginning at the southern boundary of the property of George Mayer, to the junction of Bates Road, in Blandford.

No damages having been claimed, none are awarded.

All damages sustained by reason of the discontinuance of said road shall be paid by the Town of Blandford.

Edward J. Stapleton)	} County Commissioners of the County of Hampden.
Charles W. Bray	
Thos. J. Costello	

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Palmer, in said County, that common convenience and necessity require that the highway leading from the Ware Line to High St., Thorndike, and known as The Forest Lake Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at point of finished section last year and extend Southerly to High St. Thorndike a distance of one mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of April 1931.

David B. Smith	} Selectmen of Palmer
Charles A. Callahan	
Ludwik Marhelewicz	

The foregoing petition was entered on the 2nd day of May 1931, and due proceedings having been had thereon, on the 26th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 26, 1931

On the petition of the Selectmen of Palmer for relocation, alterations and specific repairs on Forest Lake Road beginning at point of finished section last year, southerly to High Street, Thorndike, a distance of one mile, more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Palmer leading from the State highway to Thorndike, and being known as the Forest Lake Road, the work to begin at the end of the section of said road improved in 1930,

Palmer, Selectmen of, Petrs. for relocation, alterations and specific repairs on Forest Lake Rd. beginning at point of finished section last year, southerly to High St., Thorndike, a distance of one mile more or less, and for aid.

June meeting 1931

station 85, and extend in a southerly direction to station 132+50; to grade, surface with gravel and otherwise improve about 4,750 feet; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Palmer a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Palmer.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

NOTE: FOR PARCEL NO. 52, SEE PAGE 82.

East Longmeadow, Selectmen of the Town of, Petrs. for relocation alterations and specific repairs on Parker St. beginning at end of last year's construction, southerly for a distance of 5,000 ft. more or less and for aid.

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TOWN OF EAST LONGMEADOW

East Longmeadow, Mass.
March 11, 1931.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from Springfield line to Somers Road and known as Parker Street be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of last year's construction and extend southerly for a distance of 5,000 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this eleventh day of March, 1931.

Ivan S. Glynn)
Hermon W. King) Selectmen
J. Raymond Ford) of the Town of
East Longmeadow

East Longmeadow, Mass.
April 27th, 1931

VOTE PASSED AT ANNUAL TOWN MEETING, FEBRUARY 11th., 1931.

Voted: that the Town appropriate the sum of \$3,000 to build a stone base, gravel-top road on Parker Street, from the end of the newly constructed road southerly, provided the State and County contributes an equal amount.

A true copy, Attest,

Isabella E. Cormier
Town Clerk.

Seal

The foregoing petition was entered on the 5th day of May 1931, and due proceedings having been had thereon, on the 5th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 5, 1931

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Parker Street beginning at end of last year's construction, southerly for a distance of 5,000 ft. more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in East Longmeadow leading from Springfield to East Longmeadow, and being known as Parker Street, to grade, surface with gravel and otherwise improve about 6,800 feet, the work to begin at the end of the section of said road improved in 1930, station 95, and extend in a southerly direction to Somers Road, station 163; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Copeland's Corner, Russell Village to Blandford Town Line and known as the Blandford State Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Copeland's Corner, Russell Village and extend westerly to Blandford Town Line a distance of 1 1/4 miles more or less. Work to be done will be a macadam top on present gravel surface.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to

Russell, Selectmen of the Town of, Petrs. for specific repairs on Blandford State Road beginning at Copeland's Corner Russell Village, westerly to Blandford Town Line, a distance of 1-1/4 miles, more or less, and for aid.

the expense of said repairs together with an appropriation from the State and Town.

Dated this 30th day of April 1931.

E. D. Parks	} Selectmen of the Town of Russell.
A. H. Moltenbrey	
C. E. Wyman	

The foregoing petition was entered on the 5th day of May 1931, and due proceedings having been had thereon, on the 26th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 26, 1931

On the petition of the Selectmen of the Town of Russell for specific repairs on Blandford State Road beginning at Copeland's Corner, Russell Village, westerly, to Blandford Town Line, a distance of 1-1/4 miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Russell leading from the State highway to Blandford and being known as the Blandford Road, to grade, surface with stone retread and otherwise improve about 7,920 feet, the work to begin at the State highway, station 0, and extend in a westerly direction to the Blandford line, beginning again at station 0, and extending in an easterly direction to station 14+20; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Russell a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

Edward J. Stapleton	} County Commissioners of the County of Hampden.
Charles W. Bray	
Thos. J. Costello	

Russell, Selectmen of the Town of, Petrs. for relocation, alterations & specific repairs on Montgomery Rd. beginning at point left off in 1930 northerly to Montgomery-Russell Town Line, a distance of 1200 ft. more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Russell, in said County, that common convenience and necessity require that the highway leading from Russell Station to Montgomery Town Line and known as the Montgomery Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the point left off in 1930

and extend northerly to the Montgomery-Russell Town Line a distance of 1200 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 30th day of April 1931

E. D. Parks	} Selectmen of Russell
A. H. Moltenbray	
C. E. Wyman	

The foregoing petition was entered on the 5th day of May 1931, and due proceedings having been had thereon, on the 26th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 26, 1931

On the petition of the Selectmen of the Town of Russell for relocation, alterations and specific repairs on Montgomery Road beginning at point left off in 1930, northerly to Montgomery-Russell Town Line, a distance of 1200 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Russell leading to Montgomery, and being known as the Montgomery Road, to grade, surface with gravel and otherwise improve about 1,200 feet, the work to begin at the end of the section of said road improved in 1930, station 12, and extend in a northerly direction to the Montgomery line, station 0; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the town of Russell a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Russell.

Edward J. Stapleton)	
Charles W. Bray	} County Commissioners of the County of Hampden.
Thos. J. Costello	

June meeting 1931

Wilbraham, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Stony Hill Rd. beginning at Boston Rd. southerly to Springfield Rd. a distance of 3,000 ft. more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wilbraham, in said County, that common convenience and necessity require that the highway leading from Ludlow to Wilbraham and known as Stony Hill Road be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Boston Road and extend Southerly to Springfield Road a distance of 3000 ft. more or less.

WHEREFORE your petitioners pray that your honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5 day of May 1931.

W. H. McGuire

Fred W. Green

George E. Murphy, Jr.

} Selectmen
of the Town of
Wilbraham.

The foregoing petition was entered on the 7th day of May 1931, and due proceedings having been had thereon, on the 9th day of September 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 9, 1931

On the petition of the Selectmen of the Town of Wilbraham for relocation, alterations and specific repairs on Stony Hill Road beginning at Boston Road southerly to Springfield Road a distance of 3,000 ft more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wilbraham leading from Ludlow Bridge to East Longmeadow, and being known as the Stony Hill Road, to grade, surface with bituminous macadam and otherwise improve about 2,600 feet, the work to begin at the State Highway, 32, and extend in a southerly direction to station 58; and to grade, surface with gravel and otherwise improve about 4,738 feet of the road in Wilbraham leading from Ludlow Bridge to East Longmeadow, and being known as the Stony Hill Road, the work to begin at Springfield Street, station 146+62, and extend in a southerly direction to station 204; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to

the Town of Wilbraham a sum not to exceed SIX THOUSAND FIVE HUNDRED DOLLARS (\$6,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wilbraham.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of West Springfield, in said County, that common convenience and necessity require that the highway leading from Westfield Street to Kings Highway and northerly, and known as Boulevard Street and/or North Boulevard Street be repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Westfield Street and extend for a distance of approximately 1.7 miles.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this thirtieth day of April, 1930.

Richard J. Specht }
Arthur W. Lamson }
Frank T. Raleigh }

Seal

March Fifth
19 31

The Honorable County Commissioners
County of Hampden
Springfield, Mass.

Gentlemen:

In the West Springfield Annual Town Meeting held March 4, 1931, the following article was in the warrant:

Article 32: To see what action, if any, the Town will take relative to an appropriation for the Boulevard-Piper Road project, so-called, in connection with the State and County.

Under Article 32, it was unanimously Voted, That the sum of Fifteen Thousand (\$15,000.00) Dollars be raised and appropriated for continuing the Boulevard Piper Road construction project, so-called provided a similar amount is appropriated by the Commonwealth of Massachusetts and the County of Hampden.

Yours very truly,

Henry E. Schmuck
Henry E. Schmuck
TOWN CLERK AND TREASURER

HES/V

The foregoing petition was entered on the 7th day of May 1931, and due proceedings having been had thereon, on the 23rd day of September 1931, said Commissioners file the following Final Decree, to wit:

West Springfield,
Selectmen of the Town
of, Petrs. for spe-
cific repairs on
Boulevard St. or North
Boulevard St. begin-
ning at Westfield St.
for a distance of
approx. 1.7 miles,
and for aid.

June meeting 1931

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 23, 1931

On the petition of the Selectmen of the Town of West Springfield for specific repairs on Boulevard Street or North Boulevard Street beginning at Westfield Street for a distance of approximately 1.7 miles, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in West Springfield being known as Boulevard Street and Piper Road, to grade, surface with bituminous macadam and otherwise improve about 6,978 feet of the roads, the work to begin at station 61, on Boulevard Street, and extend in a northerly direction to station 83+37.94, thence on Piper Road, at station 180+34.90 and extend in a northerly direction to station 227, (Station 87+37.94 = 180+34.90); these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of West Springfield a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of West Springfield.

Edward J. Stapleton)

Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Tolland, Selectmen of
Peters. for relocation
alterations and spe-
cific repairs on New
Boston road leading
from Granville to
Sandisfield, beginning
at Sta. 131+, westerly
to as directed by
contract, a distance
of 3200 ft more or
less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Tolland, in said County, that common convenience and necessity require that the highway leading from Granville to Sandisfield and known as The New Boston Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Sta. 131+ and extend westerly to as directed by contract a distance of 3200 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 29th day of April 1931.

Franklin E. Waugh)
Allen Clark) Selectmen
Bentley C. Pratt) of
Tolland

VOTE

Voted to raise \$2,000.00 for Chapter 90 road work to be used with State and County grant. Voted to add \$500.00 to the \$2,000.00 already appropriated for Chapter 90.

A True Copy, Attest,

Eugene M. Moon,
Town Clerk.

The foregoing petition was entered on the 8th day of May, 1931, and due proceedings having been had thereon, on the 9th day of September 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 9, 1931

On the petition of the Selectmen of the Town of Tolland for relocation, alterations and specific repairs on New Boston Road leading from Granville to Sandisfield, beginning at station 131+ westerly to as directed by contract, a distance of 3200 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Tolland leading from Granville to Tolland, and being known as the Granville Road, and New Boston Road, to grade, surface with gravel and otherwise improve about 2,500 feet of the road, the work to begin at the end of the section of said road improved in 1930, station 131+50, and extend in a westerly direction to station 156+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Tolland a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Tolland.

Edward J. Stapleton)
Charles W. Bray	) County
Thos. J. Costello	) Commissioners
	) of the County
	) of Hampden.

June meeting 1931

Agawam, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Westfield St. beginning at end of 1930 construction, northerly to a point near so called Allen Farm a distance of two miles more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Agawam, in said County, that common convenience and necessity require that the highway leading from the Connecticut Line to the Westfield line and known as Westfield Street be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of 1930 construction and extend northerly to a point near so called Allen Farm a distance of two miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 8 day of May 1931.

Edwin L. Talmadge }
John L. Burke } Selectmen
Giles W. Halladay } of the Town of
Agawam.

VOTE

Agawam, Mass., May 9, 1931

Voted to appropriate the sum of fifteen thousand dollars provided the State and County will each appropriate a like amount for the continuation of the rebuilding of Westfield Street commenced during 1930; said sum to be raised by taxation during the current municipal year.

A true copy attest of a vote passed by the Town of Agawam at the annual town of March 7, 1931.

Henry E. Bodurtha

Town Clerk.

Seal

The foregoing petition was entered on the 11th day of May 1931, and due proceedings having been had thereon, on the 5th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 5, 1931

On the petition of the Selectmen of Agawam for relocation, alterations and specific repairs on Westfield Street beginning at end of 1930 construction, northerly to a point near so-called Allen Farm, a distance of two miles more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Agawam

leading from Suffield, Conn., to Agawam, and being known as Westfield Street, to grade, surface with bituminous macadam and otherwise improve about 9,800 feet, the work to begin at the northerly end of the section of said road improved in 1930, station 91, and extend in a northerly direction to station 189; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Agawam a sum not to exceed FIFTEEN THOUSAND DOLLARS (\$15,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Agawam.

Edward J. Stapleton)
 :County
Charles W. Bray)Commissioners
 :of the County
Thos. J. Costello)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from INDIAN ORCHARD to GRANBY, and known as "WEST STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at STATION 19 and extend NORTHEASTERLY to STATION 79 and 99, a distance of 6099 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 22d day of May 1931.

John Supernaw }
Robert H. Munsing }Selectmen
 :of the Town
Arthur C. Brodeur }of Ludlow.

Annual Town Meeting
Ludlow, Mass.
March 2, 1931.

Business Meeting Mar. 9th and 10th, 1931.

Article #40: To see if the Town will raise and appropriate the sum of \$10,000.00 for repairs to West Street, providing the State and County contribute \$10,000.00 each. Said repairs to be done under the supervision of the State Highway Commission; pass any vote or take any action relative thereto.

Ludlow, Selectmen of the town of, Petrs. for relocation, alterations and specific repairs on West St. beginning at station 19 northeasterly to station 99, a distance of 6099 feet more or less, and for aid.

VOTE: That the recommendation of the Finance Board be adopted, namely, to adopt this article,- that the sum of \$10,000.00 be raised and appropriated for repairs to West Street, providing that the State and County contribute \$10,000.00 each. Said repairs to be done under the supervision of the State Highway Commission.

The foregoing petition was entered on the 25th day of May, 1931, and due proceedings having been had thereon, on the 12th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 12, 1931.

On the petition of the Selectmen of Ludlow for relocation, alterations and specific repairs on West Street beginning at station 19 northeasterly to station 79 and 99, a distance of 6099 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of July A D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow being known as West Street, to grade, surface with bituminous macadam and otherwise improve about 6,099 feet, the work to begin at a point about 600 feet southeasterly of the School House, station 19, and extend in a general northwesterly direction to station 80; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TEN THOUSAND DOLLARS (\$10,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Center St. beginning at corner of North & Chapin Sts., northerly a distance of 700 ft. more or less, and for aid.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from LUDLOW VILLAGE to BELCHERTOWN LINE and known as "CENTER STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at CORNER OF NORTH AND CHAPIN STREETS and extend NORTHERLY a distance of 700 feet more or less.

June meeting 1931

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 22d day of May 1931.

John Supernaw	} Selectmen of the Town of Ludlow.
Robert H. Munsing	
Arthur C. Brodeur	

Annual Town Meeting

Ludlow, Mass.

March 2, 1931.

Business Meeting Mar. 9th and 10th, 1931.

Article 42: To see if the Town will raise and appropriate the sum of \$2000.00 for repairs to Center Street, providing the State and County contribute \$2000.00 each. Said repairs to be done under the supervision of the State Highway Commission; pass any vote or take any action relative thereto.

VOTE: That the recommendation of the Finance Board be adopted, namely, to adopt this article, - that the sum of \$2000.00 be raised and appropriated for repairs to Center Street, providing the State and County contribute \$2000.00 each. Said repairs to be done under the supervision of the State Highway Commission.

The foregoing petition was entered on the 25th day of May 1931, and due proceedings having been had thereon, on the 12th day of August 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting August 12, 1931

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Center Street beginning at corner of North and Chapin Streets northerly a distance of 700 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow leading to Belcher-town, and being known as Center Street, to grade, surface with bituminous macadam and otherwise improve about 750 feet, the work to begin at a point about 232 feet north of the culvert over Higher Brook, station 10, and extend in a southerly direction to station 17+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

June meeting 1931

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

Holland, Selectmen of
Petr. for relocation
alterations and spe-
cific repairs on Mash-
apaug Rd. beginning at
station 110 and extend-
ing southeast for a
distance of 3,000 ft.
more or less, and for
aid.

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Plans in Book 9,
Pages 103-105 Incl.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Holland to Mashapaug and known as Mashapaug Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at station 110 and extend southeast for a distance of 3,000 feet more or less.

WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 18th Day of May 1931.

Albert J. Strewbel)
Walter F. Cummings)Selectmen
John H. Trepania)of
)Holland

P. S. The Town has raised \$1,000.00 for this work.

The foregoing petition was entered on the 26th day of May 1931, and due proceedings having been had thereon, on the 1st day of October 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 30, 1931

On the petition of the Selectmen of Holland for relocation, alterations, and specific repairs on Mashapaug Road beginning at station 110 and extending southeast for a distance of 3,000 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of July A. D. 1931, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Beginning at a point in Holland Village about opposite the roads leading to Sturbridge and to Stafford, Connecticut, extending thence southerly for about 0.6 of a mile, being more fully described as follows:-

The base line begins at a point in the present roadway about 30 feet distant northerly from the centre of the aforesaid roads leading to Sturbridge and Stafford, said point being shown on plan as station 104+50.00, and extends thence south $2^{\circ} 03' 00''$ east for a distance of 28.71 feet; thence south $4^{\circ} 27' 00''$ east for a distance of 349.48 feet; thence by a curve to the left of 600.81 feet radius for a distance of 369.55 feet; thence south $39^{\circ} 41' 30''$ east for a distance of 64.85 feet; thence by a curve to the right of 600.00 feet radius for a distance of 539.27 feet; thence south $11^{\circ} 48' 15''$ west for a distance of 226.83 feet; thence south $9^{\circ} 17' 30''$ west for a distance of 1315.07 feet; thence by a curve to the left of 640.58 feet radius for a distance of 294.69 feet to a point at the end of the layout, shown on plan as station 136+38.45. Length of layout equals 3188.45 feet.

The easterly location line begins at a point bearing north $87^{\circ} 57' 00''$ east and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 104+50.00; and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north $87^{\circ} 00' 21''$ east and 30.00 feet distant from station 104+78.71; thence south $3^{\circ} 56' 17''$ east for a distance of 337.22 feet to a point bearing north $62^{\circ} 26' 33''$ east and 29.34 feet distant from station 108+28.19; thence by a curve to the left of 550.00 feet radius for a distance of 387.12 feet to a point bearing north $84^{\circ} 07' 07''$ east and 44.40 feet distant from station 111+97.74; thence south $44^{\circ} 15' 56''$ east for a distance of 55.60 feet to a point bearing north $70^{\circ} 35' 36''$ east and 44.06 feet distant from station 112+62.59; thence by a curve to the right of 510.00 feet radius for a distance of 488.85 feet to a point bearing south $79^{\circ} 20' 46''$ east and 41.63 feet distant from station 117+23.02; thence south $10^{\circ} 39' 14''$ west for a distance of 666.31 feet to a point bearing south $79^{\circ} 54' 25''$ east and 34.00 feet distant from station 123+89.94; thence south $9^{\circ} 31' 56''$ west for a distance of 950.78 feet to a point bearing south $85^{\circ} 35' 33''$ east and 30.12 feet distant from station 133+43.76; thence by a curve to the left of 610.58 feet radius for a distance of 283.45 feet to a point at the end of the layout, bearing north $72^{\circ} 56' 00''$ east and 30.00 feet distant from the point of ending of the aforesaid base line shown on plan as station 136+38.45.

The westerly location line begins at a point bearing south $87^{\circ} 57' 00''$ west and 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 104+50.00, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south $87^{\circ} 00' 21''$ west and 30.00 feet distant from station 104+78.71; thence south $3^{\circ} 56' 17''$ east for a distance of 338.21 feet to a point bearing north $74^{\circ} 24' 02''$ west and 35.15 feet distant from station 108+28.19; thence by a curve to the left of 610.00 feet radius for a distance of 429.35 feet to a point bearing south 1°

June meeting 1931

50' 22" east and 37.35 feet distant from station 111+97.74; thence south 44° 15' 56" east for a distance of 55.60 feet to a point bearing south 2° 58' 08" west and 27.28 feet distant from station 112+62.59; thence by a curve to the right of 450.00 feet radius for a distance of 431.34 feet to a point bearing north 79° 20' 46" west and 18.37 feet distant from station 117+23.02; thence south 10° 39' 14" west for a distance of 666.89 feet to a point bearing north 79° 54' 25" west and 26.00 feet distant from station 123+89.94; thence south 9° 31' 56" west for a distance of 951.37 feet to a point bearing north 75° 20' 41" west and 30.13 feet distant from station 133+43.76; thence by a curve to the left of 670.58 feet radius for a distance of 311.31 feet to a point at the end of the layout, bearing south 72° 56' 00" west and 30.00 feet distant from the point of ending of the above-described base line shown on plan as station 136+38.45.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Holland in said County.

Parcel No. 1. From ADAM SICKOL. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 105+16₊ and 109+79₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 469 feet; easterly by the front property line, as defined by a wire fence, for about 472 feet; and southerly by the northerly boundary of land of Oliver Howlett for about 3 feet; containing about 7270 square feet.

Parcel No. 2. From LOUISE HOWLETT. A parcel of land on the easterly side of Brimfield Road, so-called, between Stations 105+24₊ and 107+77₊, bounded as follows: Easterly by the easterly location line of the 1931 County Layout for about 254 feet; southerly by the northerly boundary of land of William Clyde, for about 9 feet; and westerly by the assumed front property line, for about 256 feet; containing about 2200 square feet.

Parcel No. 3. From WILLIAM CLYDE. A parcel of land on the easterly side of Brimfield Road, so-called, between Stations 107+77₊ and 109+98₊, bounded as follows: Easterly by the easterly location line of the 1931 County Layout for about 213 feet; southerly by the northerly boundary of land of Louise Howlett, for about 27 feet; westerly by the assumed front property line for about 209 feet; and northerly by the southerly boundary of other land of Louise Howlett for about 9 feet; containing about 2600 square feet.

Parcel No. 4. From OLIVER HOWLETT. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 109+77₊ and 109+91₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 14 feet; northerly by the southerly boundary of land of Adam Sickol for about 3 feet and easterly by the front property line as evidenced by a wire fence for about 13 feet; containing about 20 square feet.

Parcel No. 5. From LOUISE HOWLETT. A parcel of land on the northeasterly side of Brimfield Road, so-called, between Stations 109+89₊ and 115+50₊, bounded as follows: Northeasterly by the northeasterly location line of the 1931 County layout for about 551 feet; southeasterly by the northwesterly side of a road separating the properties of Abigail Howlett and the said Louise Howlett for about 22 feet; southwesterly by the assumed front property line for about 584 feet; and northerly by the southerly boundary of land of William Clyde for about 27 feet; containing about 10,500 square feet.

Parcel No. 6. From OLIVER HOWLETT. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 11+34₊ and 119+29₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout, for about 790 feet; easterly by the front property line as defined in part by a wire fence and in part assumed for about 803 feet; and southerly by the northerly boundary of land of A. R. Phenner, for about 4 feet; containing about 8830 square feet.

Parcel No. 7. From ABIGAIL HOWLETT. A parcel of land on the easterly side of Brimfield Road, so-called, between Stations 116+29₊ and 136+38.45, bounded as follows: Easterly by the easterly location line of the 1931 County Layout, for about 2007 feet; southerly by the line defining the southerly end of the layout for about 17 feet; and westerly by the front property line as defined in part by fences and walls, for a distance of 2020 feet; containing about 41,900 square feet.

Parcel No. 8. From A. R. Phenner. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 119+29₊ and 121+39₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 210 feet; northerly by the southerly boundary of land of Oliver Howlett, for about 4 feet; easterly by the assumed front property line for about 210 feet; and southerly by the northerly boundary of land of M. Ehrlich, as defined by the center line of a brook, for about 2.5 feet; containing about 685 square feet.

Parcel No. 9. From M. ERLICH. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 121+39₊ and 122+80₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 141 feet; northerly by the southerly boundary of land of A. R. Phenner, as defined by the center line of a brook, for about 2.5 feet; easterly by the front property line for about 141 feet; and southerly by the northerly boundary of land of A. Howlett for about 3 feet; containing about 390 square feet.

Parcel No. 10. From A. HOWLETT. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 122+80₊ and 124+73₊, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 193 feet; northerly by the southerly boundary of land of M. Ehrlich for about 3 feet; and easterly by the front property line as defined in part by a wall for about 193 feet; containing about 980 square feet.

June meeting 1931

Parcel No. 11. From C. D. CROSBY. A parcel of land on the westerly side of Brimfield Road, so-called, between Stations 135+58₊ and 136+38.45, bounded as follows: Westerly by the westerly location line of the 1931 County Layout for about 85 feet; easterly by the assumed front property line for about 85 feet; southerly by the line defining the southerly end of the layout for about 3.5 feet; containing about 205 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts, Plan of Road in the town of Holland, Hampden County, As Laid Out By The County Commissioners, Hor. Scale: 40 Feet to the inch, Ver. Scale; 8 Feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows:, to wit:

TO:-

Adam Sickol	\$1.00
Louise Howlett	1.00
William Clyde	1.00
Oliver Howlett.	1.00
Louise Howlett.	1.00
Oliver Howlett.	1.00
Abigail Howlett	1.00
A. R. Phenner	1.00
M. Ehrlich	1.00
A. Howlett	1.00
C. D. Crosby.	1.00

The work is to consist of grading, surfacing with gravel and otherwise improving about 2,500 feet of the road in Holland leading to Mashapaug, and being known as the Mashapaug Road, the work to begin at the end of the section of said road improved in 1930, station 110, and extend in a southerly direction to station 135+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Holland a sum not to exceed FIVE THOUSAND DOLLARS (\$5,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Holland.

June meeting 1931

The Mashapaug Road and the Brimfield Road are one and the same highway in the Town of Holland.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: October 1, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun Clerk.

Seal

Chicopee, Mass., August 3, 1931

CITY OF CHICOPEE.

IN BOARD OF ALDERMAN AUGUST 3, 1931
APPLICATION TO THE COUNTY COMMISSIONERS FOR REBUILDING OF
HIGHWAY BRIDGE (MCKINSTRY AVENUE BRIDGE, SO-CALLED) IN
THE CITY OF CHICOPEE MASSACHUSETTS.
TO THE HONORABLE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN IN THE
COMMONWEALTH OF MASSACHUSETTS.

Chicopee, Mayor of
and Board of Aldermen
of the City of, Petrs.
for re-building of
McKinstry Ave. Bridge
also known as old
No. 5.25 of the B &
M R R, which does not
involve the abolition
of a crossing.

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Plans in Book 9,
Pages 95, 96 and 97.

Respectfully represents the Board of Aldermen of the City of Chicopee in said County and Commonwealth, in accordance with a vote duly passed on the third day of August 1931, that it deems it necessary for the security and convenience of the Public that the so-called McKinstry Avenue Bridge, in said Chicopee be replaced with a steel bridge of suitable width to accommodate the heavy traffic, for which the present bridge is inadequate. This bridge is known as old No. 5.25 of the Boston & Maine Railroad, carrying McKinstry Avenue over the tracks of said Railroad, about Eight Hundred (800) feet easterly of Meadow Street, the approaches thereto, and the location of the Highway. The rebuilding of said bridge does not involve the abolition of a crossing.

Wherefore, the said Board of Aldermen, in accordance with the provisions of Section 59 of Chapter 159 of the General Laws of said Commonwealth, as amended by Section 1 of Chapter 351 of the Acts of 1923, hereby respectfully apply to your Honorable Board, after Public Notice and hearing as provided by law, to consider and decide upon the necessity for such rebuilding, and, if you decide that the same is necessary, to prescribe the manner and limits within which it shall be made, to certify your decision to the parties interested and to the Department of Public Utilities of said Commonwealth and to take such other action in the premises as to law and justice may appertain.

Approved 8/5/31 by Henry Cloutier
Mayor.

June meeting 1931

BOARD OF ALDERMEN CITY OF CHICOPEE.

Michael J. Corcoran
Alexander Senecal
Lawrence Beauchamp
Patrick J. Hassett
Joseph Ziemba

Matthew E. Kearns
David J. Hopkins
Walter M. Grocki
James R. O'Neil
Hermas Gosselin

Roy Lapolice
Harold A. Smith
John R. Demski
Joseph LaFleur
Albert E. Henrye

Attest,

Charles P. LaRiviere, City Clerk

The foregoing petition was entered on the 5th day of August 1931, and due proceedings having been had thereon, the following Specifications were filed on September 10, 1931; Agreement was filed on September 28, 1931; Amended Agreement was filed on November 5, 1931; and Final Decree was filed on September 28, 1931, to wit:

SPECIFICATIONS

Chicopee, Massachusetts

Hampden County

Rebuilding McKinstry Avenue Bridge

The present bridge carrying the highway known as McKinstry Avenue in the City of Chicopee, Hampden County, over the tracks of the Connecticut Division of the Boston and Maine Railroad at a point designated as Station 264+70.7 north from Springfield, shall be rebuilt at a point approximately indential with the present bridge.

The changes and alterations shall be substantially as shown on a plan made a part of this decree, said plan being entitled

Proposed McKinstry Avenue Bridge over

Boston and Maine Railroad

Chicopee, Mass.

Scales as indicated.

The alignment of the center line of the paved surface of the new roadway shall be as follows: - Beginning at a point on the center line of the existing surface of the roadway, which point is 60.25 feet westerly from the center line of the existing main line tracks of the Boston and Maine Railroad, measured at right angles thereto, and designated as Station 0 + 89.75, thence running in an easterly direction on a line which is a prolongation of the center line of the present paved surface of McKinstry Avenue for a distance of 227.50 feet to a point given as Station 317 + 0.25 at the easterly end of the proposed paved surface, said point being on the line of the back of the parapet wall of the easterly abutment of the proposed new bridge and the end of the project.

The grade of the center line of the paved surface of the new roadway shall be as follows: - Beginning at the present elevation of the roadway at the point of the beginning of the project, hereinbefore described, thence running at an ascending grade of 8% for a distance of 44.25 feet to a point at elevation 94.04, thence running by a vertical curve for a distance of 32.00 feet to a point at elevation 95.08, thence descending by a 4.94% grade for a distance of 151.25 feet to a point of elevation 87.63 at the point on the back of the

parapet wall of the easterly abutment of the proposed new bridge and the end of the project.

The new bridge shall be approximately 217.50 feet in length back to back of parapet walls, with six spans as listed west to east of center lengths 32.00 feet, 32.00 feet, 21.50 feet, 50.50 feet, 42.00 feet, and 35.00 feet, with a 20-foot clear roadway and one 5.5-foot sidewalk on the southerly side. The various spans are to be of steel beams or girders supported on steel trestle bents, with a reinforced concrete slab floor, and with all longitudinal beams of the three spans over the Boston and Main Railroad right-of-way, and the two outside lines of longitudinal beams for the remaining three spans protected with concrete casing. The clear headroom between the underside of the bridge and the existing tracks shall be not less than 18 feet.

The bridge shall be designed in accordance with the latest edition of the Standard Specifications for Highway Bridges and Incidental Structures, American Association of State Highway Officials, H20 loading on two lanes with 50% overload allowed on structural steel with live load unit stresses increased to those specified for dead loads.

The roadway on the bridge shall have a wearing surface of bituminous material two and one-half inches in depth crowned to three inches at the center. The sidewalk on the bridge shall be of concrete with a granolithic surface. Curbs shall have a heights of ten inches.

Traffic shall be diverted from that portion of McKinstry Avenue covered by or required for the construction of the proposed bridge, and suitable barricades erected and maintained to block off that portion of the street occupied by rebuilding operations.

General

The elevations given on said plan are referred to a base established by the United States Coast and Geodetic survey and a bench-mark of elevation 86.11 located at top of hydrant at or near the north east corner of the proposed structure.

The Stations given along the railroad are those given by the Boston and Maine Railroad engineers as distances in hundreds of feet north of Springfield.

The Stations given along McKinstry Avenue are arbitrary and given in hundreds of feet along the street, with the center of the two main line tracks of the railroad established as Station 1 + 50.

September 9, 1931.

AGREEMENT

Memorandum of Agreement made in quadruplicate this sixteenth day of September, 1931, by and between the CITY OF CHICOPEE, a municipal corporation duly established by law, hereinafter called the "CITY", the COUNTY OF HAMPDEN, a municipal corporation duly established by law, hereinafter called the "COUNTY", the BOSTON AND MAINE RAILROAD, a corporation duly established by law, hereinafter

June meeting 1931

called the "RAILROAD", and THE PALMER STEEL COMPANY, a corporation duly established by law, hereinafter called the "COMPANY".

W I T N E S S E T H :

THAT, WHEREAS upon petition of the Board of Aldermen of the City of Chicopee, the County Commissioners for the County of Hampden, under date of September²⁸(16,)1931, adjudged that it is necessary for the security and convenience of the public that the highway which carries McKinstry Avenue over and across the tracks of the Boston and Maine Railroad, Connecticut Division, in the City of Chicopee, be altered and rebuilt, and in an order of said date, specified the manner and limits within which said alterations shall be made, and

WHEREAS, the parties hereto are each specially benefited by the changes in said bridge structure and are in full accord as to the division of the charges and expenses of making said alterations, the future charges of keeping said bridge and the approaches thereto in repair, and the costs of the proceedings before the County Commissioners and before the Special Commission to be appointed under the terms of the Statutes, and

WHEREAS, the City of Chicopee is most desirous and the other parties hereto are willing that said bridge should be altered and rebuilt immediately in accordance with the decree of said County Commissioners, without waiting for the appointment of a Special Commission and for the report and award of such Commission,

NOW, THEREFORE, in consideration thereof, the parties hereto agree as follows:

THE RAILROAD shall perform the work of alteration in and the rebuilding of said McKinstry Avenue Bridge and its approaches, otherwise known as Railroad Bridge No. 5.25 (Old B-7) as called for by the decree of the County Commissioners dated September 16, 1931 and in accordance with plans, two sheets, marked:

"The Palmer Steel Company, Springfield, Mass.
Plan and Sections
Drawing No. 1, Abutment Detail
Drawing No. 2, Proposed bridge on McKinstry
Avenue, Chicopee, Mass."

the originals of which plans are on file in the office of the Chief Engineer of The Palmer Steel Company in Springfield, Mass. and blueprint copies are on file with the County Commissioner for Hampden County in Springfield and with the other parties in interest; and specifications marked:

"Specifications for McKinstry Avenue Bridge
reconstruction, Chicopee, Mass."

the original of which is also on file in the office of the Chief Engineer of The Palmer Steel Company and a copy on file with said County Commissioners and with the other parties in interest, both of which plans and specifications are made a part of this agreement.

In the event that the Railroad desires to have the said work done by a contractor, the Railroad shall submit to the other parties in interest, a list of the contractors from whom it

proposes to solicit bids for said work, and the Railroad shall omit from said list any contractor or contractors not satisfactory to any of the parties in interest.

In the event that the Railroad shall perform said work by a contractor, the contract shall provide that all work shall be completed, except for the asphalt wearing surface, within 72 days from the date of signing such contract. Such contract shall further provide that payments for work done shall be made to the contractor by the railroad, but contingent upon the receipt by the railroad from the other parties of the proportionate amounts to be paid by said other parties in accordance with the terms of this agreement.

As between the parties, it is agreed that the Railroad shall submit to the other parties in interest, at specified intervals during the performance of the work, statements of the amount due the contractor and said parties shall pay to the Railroad within 10 days after receipt of said statements to their proportionate part of said amount due, and final payment shall be made by the parties within 30 days after final accounting has been rendered.

The City of Chicopee shall perform the work of relocating the 30" segmental block sewer and manholes to the same and shall be paid therefor the sum of Two Thousand Five Hundred Dollars (\$2500) upon completion of said work.

It is agreed that the Special Commission for the purpose of its Report and Award shall be requested to apportion the costs and charges of making said alterations in accordance with said decree and plan, including the costs of the proceedings before the County Commissioners and before the Special Commission as follows: to the City of Chicopee, Sixteen Thousand Dollars (16,000); to the County of Hampden, Sixteen Thousand Dollars (\$16,000); and the balance to be paid by the Boston and Maine Railroad, but as between the parties hereto it is understood and agreed that the contributions of the City of Chicopee and the County of Hampden shall be as above stated, but that the Boston and Maine Railroad shall pay the sum of Six Thousand Five Hundred Dollars, and The Palmer Steel Company, in consideration of the special benefits received by it from said alterations shall reimburse the Railroad for any and all amounts over and above said sum of Six Thousand Five Hundred Dollars (\$6,500).

Upon the completion of the work, the future charges of maintaining and keeping said bridge, including its abutments and its approaches, in repair, shall hereafter be borne as follows:

- (A) The Boston and Maine Railroad shall maintain and keep in repair the westerly abutment of said bridge and the three westerly spans of said bridge-including one-half of the support carrying the easterly end of the easterly of the three spans as shown on said plan.
- (B) The City of Chicopee shall maintain and keep in repair the approaches to said bridge and

the wearing surface on said bridge and the easterly abutment of said bridge and the three easterly spans of said bridge, including one-half of the support carrying the westerly end of the westerly of the three spans as shown on said plan.

and the Special Commission shall be requested to make its report and award in accordance with these provisions.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the day and year first above written.

CITY OF CHICOPEE,

By Henry Cloutier, Mayor

COUNTY OF HAMPDEN,

Hormisdas Boucher
Associate Commissioner

Thos. J. Costello
County Commissioner

By Edward J. Stapleton
Chairman County Commissioners

BOSTON AND MAINE RAILROAD,

By E. S. French

THE PALMER STEEL COMPANY,

By Wayne F. Palmer
Treasurer

FINAL DECREE

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting September 28, 1931

In the matter of the petition of the Mayor and Board of Aldermen of the City of Chicopee for the re-building of the highway bridge known as old No. 5.25 of the Boston & Maine Railroad carrying McKinstry Avenue over the tracks of said Railroad, about eight hundred (800) feet easterly of Meadow Street, the approaches thereto, and the location of the highway; the rebuilding of said bridge not involving the abolition of a crossing, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-sixth day of August, 1931, view said premises described in said petition and hear all parties interested, and at the time of said view, no person interested having objected, the subject matter of the petition having been fully considered, it is DECIDED that it is necessary for the security and convenience of the public that the highway bridge on McKinstry Avenue be rebuilt as set forth in said petition.

Therefore, it is ORDERED, ADJUDGED AND DECREED that such rebuilding shall be made in the following manner and within the following limits, namely:-

The present bridge carrying the highway known as McKinstry Avenue in the City of Chicopee, Hampden County, over the tracks of the Connecticut Division of the Boston and Maine Railroad at a point designated as Station 264+70.7 north from Springfield, shall be rebuilt at a point approximately identical with the present bridge.

The changes and alterations shall be substantially as shown on a plan made a part of this decree, said plan being entitled,

Proposed McKinstry Avenue Bridge over
Boston and Maine Railroad
Chicopee, Mass.

Scales as indicated.

The alignment of the center line of the paved surface of the new roadway shall be as follows: - Beginning at a point on the center line of the existing surface of the roadway, which point is 60.25 feet westerly from the Center line of the existing main line tracks of the Boston and Maine Railroad, measured at right angles thereto, and designated as Station 0+89.75, thence running in an easterly direction on a line which is a prolongation of the center line of the present paved surface of McKinstry Avenue for a distance of 227.50 feet to a point given as Station 317+0.25 at the easterly end of the proposed paved surface, said point being on the line of the back of the parapet wall of the easterly abutment of the proposed new bridge and the end of the project.

The grade of the center line of the paved surface of the new roadway shall be as follows: - Beginning at the present elevation of the roadway at a point of the beginning of the project, hereinbefore described, thence running at an ascending grade of 8% for a distance of 44.25 feet to a point at elevation 94.04, thence running by a vertical curve for a distance of 32.00 feet to a point at elevation 95.08, thence descending by a 4.94% grade for a distance of 151.25 feet to a point of elevation 87.63 at the point on the back of the parapet wall of the easterly abutment of the proposed new bridge and the end of the project.

The new bridge shall be approximately 217.50 feet in length back to back of parapet walls, with six spans as listed west to east of center lengths 32.00 feet, 32.00 ft, 21.50 feet, 50.50 feet, 42.00 feet, and 35.00 feet, with a 20-foot clear roadway and one 5.5-foot sidewalk on the southerly side. The various spans are to be of steel beams or girders supported on steel trestle bents, with a reinforced concrete slab floor, and with all longitudinal beams of the three spans over the Boston and Maine Railroad right-of-way, and the two outside lines of longitudinal beams for the remaining three spans protected with concrete casing. The clear headroom between the underside of the bridge and the existing tracks shall be not less than 18 feet.

The bridge shall be designed in accordance with the latest edition of the Standard Specifications for Highway Bridges and Incidental Structures, American Association of State Highway Officials, H20 loading on two lanes with 50% overload allowed on structural steel with live load unit stresses increased to those specified for dead loads.

The roadway on the bridge shall have a wearing surface of bituminous material two and one-half inches in depth crowned to three inches at the center. The sidewalk on the bridge shall be of concrete with a granolithic surface. Curbs shall have a height of ten inches.

Traffic shall be diverted from that portion of McKinstry Avenue covered by or required for the construction of the proposed bridge, and suitable barricades erected and maintained to block off that portion of

June meeting 1931

of the street occupied by rebuilding operations.

General

The elevations given on said plan are referred to a base established by the United States Coast and Geodetic survey and a bench-mark of elevation 86.11 located at top of hydrant at or near the north east corner of the proposed structure.

The Stations given along the railroad are those given by the Boston and Maine Railroad engineers as distances in hundreds of feet north of Springfield.

The Stations given along McKinstry Avenue are arbitrary and given in hundreds of feet along the street, with the center of the two main line tracks of the railroad established as Station 1+50.

Edward J. Stapleton) County
Thos. J. Costello) Commissioners
Hormisdas Boucher) of the County
Associate Commissioner.

AMENDED AGREEMENT

Filed November 5, 1931

Boston and Maine Railroad
Boston, Mass.

November 3, 1931

Hon. Edward J. Stapleton, Esq.
Chairman, County Commissioners
Springfield, Massachusetts
Dear Sir:

Herewith for your records copy of agreement between the City of Chicopee, County of Hampden, Boston and Maine Railroad and The Palmer Steel Company, amending agreement of September 16, 1931 covering alteration to McKinstry Avenue Bridge, Chicopee.

Very truly yours,
J. B. Sawyer
Attorney.

JBS:MW
Enc.

This Agreement

W I T N E S S E T H, that

The City of Chicopee, the County of Hampden, the Boston and Maine Railroad, and The Palmer Steel Company, who are the parties to an agreement, dated September 16, 1931, covering the alterations to the highway bridge which carries McKinstry Avenue over and across the tracks of the Boston and Maine Railroad in the City of Chicopee hereby agree that said agreement may be altered and amended, by striking out the words "The City of Chicopee" in the following paragraph:

"The City of Chicopee shall perform the work of relocating the 30" segmental block sewer and manholes to the same and shall be paid therefor the sum of Two Thousand Five Hundred Dollars (\$2500) upon completion of said work."
and substituting therefor the words "The Palmer Steel Company" so that

said paragraph as amended shall read:

"The Palmer Steel Company shall perform the work of relocating the 30" segmental block sewer and manholes to the same and shall be paid therefor the sum of Two Thousand Five Hundred Dollars (\$2500) upon completion of said work."

All other provisions of said agreement are to remain as written.

IN WITNESS WHEREOF, the parties hereto have executed this agreement on the third day of November 1931.

CITY OF CHICOPEE,

By Henry Cloutier, Mayor

COUNTY OF HAMPDEN

By Edward J. Stapleton
Chairman County Commissioners

Thos. J. Costello
County Commissioner

Hormisdas Boucher
Associate Commissioner

BOSTON AND MAINE RAILROAD

By E. S. French, President

THE PALMER STEEL COMPANY

By Wayne F. Palmer, Treasurer.

June 24, 1931

Ordered, County Treasurer, authorized and directed to pay to Mr. Charles W. Hull of Agawam the sum of \$1100. in full payment for certain land in Agawam purchased by the County of said Hull and conveyed to the County by deed dated April 15, 1931.

Ordered to pay to Charles W. Hull, Agawam, money for land in Agawam.

In the matter of the contract for Installation of Plumbing System for Prisoners' Cells at the Hampden County Jail, the following bids were publicly opened and read, the detailed original proposals of which are on file in this office and incorporated herein by reference:

Bids for Installation of Plumbing System at Hampden County Jail.

T.J. Conway Co.	E.H. Friedrich Co.	R.A. Ruppert Co.
Carroll and Hammill	W.J. Hyland Mfg. Co.	Small-Denham Co.
Successor to	E.W. Michalek &	Soland & Johnson
Donahue Bros.	Sons, Inc.	
J.J. Cotter Co. Inc.	W.W. Murphy Co.	Wyckoff & Lloyd
R.J. Fitzgerald	Albert E. Mayer	Co.

VOTED, to award contract for Installation of Plumbing System for Prisoners' Cells at the Hampden County Jail, to ALBERT E. MAYER for the sum of \$21,923.69.

ALBERT E. MAYER awarded plumbing contract.

Voted, to increase salary of Bernard T.J. Smyth, Probation Officer in the District Court of Springfield.

Voted to increase Salary, Bernard T.J. Smyth.

July 1, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

June meeting 1931

June 30, 1931

The Hon. The Board of County Commissioners
Hampden County
Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

In the construction of Cobble Mountain Dam the sluicing of the earth-fill which was suspended on the 14th inst has not been resumed as yet. The changing of the sluicing paraphanelia from the west end to the new location at the east end of the dam including the laying of the railroad, a mile in length or thereabouts, to the new borrow pits in Stowe Brook valley has taken a little longer than at first expencted.

All the work necessitated by the change is now completed except the finishing of the ballasting of the railroad and it is expected the sluicing will be started again on Thursday or Friday next.

Meanwhile the other parts of the works are going on as usual. The concrete cutoff wall running up the north slope has been poured thus completing entirely both cutoff walls. The rock riprap on the slopes of the hydraulic fill is being laid and the reinforced concrete being poured in the bridge crossing the spillway. This latter work is one-third completed.

After the sluicing is resumed and got under way there is no reason why the production should not be more per day or per week than at any time before, since, the haul will be somewhat shorter and the grades over which the hauling will be done easier.

Respectfully submitted,

James L. Tighe

City Coal Co.
Awarded Anthracite
Coal Contract.

July 3, 1931

Voted, to award contract for furnishing the Jail and House of Correction and Training School with Anthracite coal to the CITY COAL COMPANY.

Spfld. Coal Co.
awarded part of
bituminous coal
contract.

Voted to award the contract for furnishing the Jail and House of Correction with bituminous coal to the SPRINGFIELD COAL COMPANY, about but not exceeding 400 tons at \$5.53 per ton.

J.J. Sullivan
awarded part of
bituminous coal
contract.

Voted to award the contract for furnishing the Jail and House of Correction with bituminous coal to J. J. SULLIVAN, about but not exceeding 400 tons at \$5.55 per ton.

Orders

July 8, 1931

Ordered, that the sum of \$1544.34 be paid from County Treasury to Town of Ludlow for work done on Holyoke Street. Case No. 76-1930.

Ordered that the sum of \$2000. be paid from County Treasury to City of Westfield for work done on Loomis St. Case No. 81-1930.

Order to arrest

Order to arrest Joseph Flower alias Joseph Kwiatek of Westfield, holder of permit to be at liberty.

Renaming Streets

Order passed by Park Commissioners, City of Springfield changing names of Harding Ave. and Breck Rd., same to be hereafter known as Breckwood Blvd. Limits are south side of Boston Rd. to the north side of Wilbraham Rd.

July 15, 1931 Voted, that the resignation of Jim R. Smith as Superintendent of the Hampden County Training School be accepted to take effect August 1, 1931.

Resignation
Jim R. Smith

Ordered, supplementing an order of the County Comms. dated Dec. 31, 1930. It is ordered that \$228.52 which is balance of County's proportion of cost of work done on Springfield St. in Three Rivers, be paid to Town of Palmer. Case No. 42-1930.

Order

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

July 13, 1931

The Hon. the Board of County Commissioners
Hampden County
Springfield, Mass.

Edward J. Stapleton, Chairman.

Dear Sir:

The sluicing of the earth-fill at Cobble Mountain dam was resumed on July 3rd. Since then the dam has been raised to elevation 870 or within 95 feet of the top.

The material from the new borrow pits appears to be very satisfactory and is being deposited at the rate of between 8000 and 9000 cubic yards per day. It is being excavated by three steam shovels and hauled by eight trains of ten cars each. Another train is to be put into commission soon which will increase the rate of fill considerably.

The work of rip-rapping the slopes of the dam is being carried on and the pouring of the concrete in the reinforced concrete bridge across the spillway has been completed.

Respectfully submitted,
James L. Tighe

July 15, 1931 Report of inspection of Jail and House of Correction by County Commissioners in accordance with G. L. Ch. 126 Section 1.

Inspection of Jail and House of Correction

July 22, 1931 Order to arrest John Stec of Chicopee, holder of permit to be at liberty.

Order to arrest

Order to arrest Raymond Early of Holyoke, holder of permit to be at liberty.

Order to arrest

Order to arrest Richard Keena of Springfield, holder of permit to be at liberty.

Order to arrest

July 29, 1931 Report from James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

July 28, 1931

The Hon. The Board of County Commissioners,
Hampden County, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

I beg to report that the cobble mountain dam is built to elevation 882 or to a point 83 feet below the top of the dam and 152 feet above the original streambed.

June meeting 1931

In the construction the earth-fill material is being deposited in place on an average of 800 cubic yards a day.

The concrete spillway weir including its abutment walls is completed and the laying of the floor or apron downstream from the weir has been started.

The reinforced concrete bridge to carry the roadway over the spillway is all poured except the parapet walls which are in course of construction.

Respectfully submitted,

James L. Tighe

Order to pay
Tuberculosis
Account

August 5, 1931

Ordered, County Treasurer authorized and directed to pay \$16,681.05 to County of Hampshire on Tuberculosis Hospital Account which is assessment for year 1930.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$2,394.95 to Town of Hampden on acct of County's proportion of cost of work done on Somers Road in Hampden.

Ordered, County Treasurer authorized and directed to pay sum of \$4,628.78 to Town of Ludlow on acct. of County's proportion of cost of work done on West Street in Ludlow.

Ordered that the sum of \$1,595. be paid from County Treasury to the American Tar Company. Specific repairs on Pleasant Street, Palmer. Case No. 78-1930.

Appointment of
Wm. H. McGarry
Supt. of Training
School

August 12, 1931

Voted, Mr. William H. McGarry of Holyoke, Mass., appointed Superintendent of the Hampden County Training School to take effect September 1, 1931.

Two Publications
of Notice

Voted, that there shall be two publications of notice in the newspapers under Chapter 280 of the Acts of 1931.

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$322.28 to Commonwealth of Mass., in accordance with provisions of Section 50 of Chapter 35 of the G. L. inserted by Chapter 400 of the Acts of 1930.

Ordered, that \$1,969.53 which is balance of County's proportion of cost of work done on Forest Lake Rd. be paid from County Treasury to Town of Palmer. Case No. 41-1930.

Ordered, County Treasurer authorized and directed to pay \$1,300. to Town of Russell on acct. of County's proportion of cost of work done on Montgomery Road in Russell.

Ordered, County Treasurer authorized and directed to pay \$1,000. to Town of Russell on acct. of County's proportion of cost of work done on Blandford Road in Russell.

August 12, 1931 Report from James L. Tighe, Engr., on Cobble Mountain Dam.

June meeting 1931
Report on Cobble Mountain Dam.

August 11, 1931

The Hon. the Board of County Commissioners
Hampden County, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

In the past two weeks the cobble mountain dam has been raised 18 feet and is now at elevation 900 or 65 feet below the top and 170 feet above the original streambed.

The amount of earth-fill being sluiced into place has now reached 10,000 cubic yards per day. If this rate of progress continues the dam should be finished within a couple of months.

The stone rip-rap is following up the earth-fill and is practically completed to elevation 880 or to 20 feet below the top of the fill.

Grouting of the foundation for the spillway weir concrete apron or floor has been done and part of the concrete poured.

The reinforced concrete bridge to carry the roadway across the spillway channel is finished except the eastern parapet wall of the bridge which is in course of construction.

Respectfully,
James L. Tighe

August 12, 1931 James Dutton, released from Hampden County Training School, on parole.

Released from Training School on parole.

August 19, 1931 Ordered, County Treasurer authorized and directed to pay sum of \$7,600.44 to the Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street, Agawam.

Order

Order to arrest Oscar A. Berthiaume of Springfield holder of permit to be at liberty.

Order to arrest.

Order to arrest Emile St. Pierre of Easthampton holder of permit to be at liberty.

Order to arrest.

August 26, 1931 Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

August 25, 1931

The Hon. the Board of County Commissioners
Hampden County, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The earth-fill sluiced into place in the cobble mountain dam is now at elevation 917 or 48 feet below the top. This shows that the dam has been raised 17 feet within the past two weeks.

Because of the structure narrowing down in section as it approaches the top the depositing of the earth-fill from now on and until the work is completed will, owing to the gradual lessening of the working area, slow down accordingly.

This slowing down has begun to show during the past week when the rate of fill dropped from approximately 10,000 to 8,000 cubic yards per day.

June meeting 1931

The width of the dam at its present height is about 290 feet or less than 1/5 the width of the base which is 1505 feet.

The stone rip-rapping of the slopes and the laying of the concrete apron of the overflow weir are going ahead.

The gates of the diversion tunnel which has been diverting the stream around the dam were closed this morning and the filling of the reservoir begun.

Respectfully submitted,

James L. Tighe

Order to be at liberty.

September 2, 1931

Order directing the sheriff to allow Joseph Sobotka to be at liberty until the further order of the Commissioners.

Discharged from Training School

Ordered, that Norbert Duchesneau be discharge from the Hampden County Training School because father and mother are moving to St. Albans, Vermont.

Report on Cobble Mountain Dam.

September 9, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

September 8, 1931

The Hon. the Board of County Commissioners,
Hampden County, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The construction of the cobble mountain dam is now at elevation 930 or 35 feet below the top. Within the last month the dam has been raised about 30 feet which shown that if the same rate or progress is continued the earthfill should be completed not later than the middle of the next month.

During the past week a small sluicing plant has been erected at the north end of the dam from which a material fine in grade, hauled by trucks from the Russell pit, so called, is sluiced and mixed in with the coarser material sluiced from the main plant at the south end of the dam. This is to maintain the quality of the core material at the proper standard.

The water in the reservoir, which commenced to fill on August 25th last when the gates of the diversion tunnel were closed, is now at elevation 791 or about 54 feet above the toe of the dam.

Respectfully submitted,

James L. Tighe

Orders

September 9, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$3,084.43 to Town of Agawam on acct. of County's proportion of cost of work done on Westfield Street in Agawam.

Ordered, County Treasurer authorized and directed to pay the sum of \$2,186.20 to the Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

June meeting 1931

September 9, 1931

Orders

Ordered, County Treasurer authorized and directed to pay sum of \$459.80 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Ordered, County Treasurer authorized and directed to pay sum of \$873.12 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Ordered, County Treasurer authorized and directed to pay sum of \$1,700 to Town of Granville on acct. of County's proportion of cost of work done on Main Road in Granville.

Ordered, County Treasurer, authorized and directed to pay \$254.95 to the Town of Holland on acct. of County's proportion of cost of work done on Brimfield and East Brimfield Roads in Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$1,999.72 to Town of Tolland on acct. of County's proportion of cost of work done on Granville Road in Tolland.

Ordered, County Treasurer authorized and directed to pay sum of \$8,475. to the City of Westfield on acct. of the County's proportion of the cost of work done on Montgomery Road in Westfield.

September 17, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$13,060.84 to City of Holyoke on acct. of County's proportion of cost of work done on Homestead Avenue, Cherry Street and Jarvis Avenue in Holyoke,

September 23, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$1,962.79 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, County Treasurer authorized and directed to pay sum of \$559.80 to the Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Report of Mr. James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

September 22, 1931

The Hon. the Board of County Commissioners
Hampden County, Springfield, Massachusetts

Edward J. Stapleton, Chairman:

Dear Sir:

I beg to report that the sluicing of the earthfill in the cobble mountain dam was finished this forenoon at 11.30 a. m. when the dam reached elevation 948 or within 17 feet of the top. The earthfill for this 17 feet will not be sluiced into place but deposited in layers and rolled or puddled.

The elevation of the stone rip-rap on the upstream face of the dam is 916 and on the downstream face 910.

The concrete bridge over the spillway is completed and all the concrete work in the spillway weir flooring or apron is practically completed.

June meeting 1931

The elevation of the reservoir is 798 or about 64 feet above the streambed.

Respectfully submitted,

James L. Tighe

Damages Done
By Dogs

Land
Damages

Sundry Accounts

Sundry accounts being presented, are allowed, and the same amounting to the sum of

October 2, 1931

Hampden, ss:

Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.

Attest:-

Clerk.

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield, within and for said County of Hampden, on the first Tuesday of October, being the sixth day of said month, and from time to time to the sixteenth day of December, in the year of our Lord One Thousand Nine Hundred and Thirty-One.

Present,

Edward J. Stapleton, Esquire, Chairman)	} County } Commissioners
Charles W. Bray, Esquire	
Thomas J. Costello, Esquire	

The following cases were dismissed without prejudice:

Cases Dismissed
Without Prejudice

- No. 34 Selectmen of the Town of Chester, Petrs. for relocation, alterations and specific repairs on Main Street running from Main Street Bridge easterly to land of B. & A. R. R. for a distance of 385 feet more or less and 38 feet in width, and for aid.
- No. 47 Selectmen of Blandford, Petrs. for relocation, alterations and specific repairs on Beech Hill Road beginning at termination of 1930 work for a distance of 600 feet more or less and for aid.
- No. 53 Mayor and Board of Aldermen of the City of Springfield, Petrs. for discontinuance of Cottage Street, from southeasterly line to northwesterly line of right of way of B. & A. R. R. Co., the New York Central R. R. Co. Lessee, at said point where said right of way crosses said Cottage Street on the Athol Branch of the R. R. of the B. & A. R. R., the N. Y. Central R. R. Co., lessee.
- No. 86 Taxpayers of the Town of Holland, Petrs. for County Commissioners to cause an inspection and remedy the dangerous and unsatisfactory condition on part of road bordering on west side of the so-called Holland Reservoir.

To the Honorable Board of

County Commissioners of Hampden County:

Respectfully represent the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the Highway leading from Southwick to Suffield, Connecticut, and known as Depot Street, be relocated; that alterations be made in its course and width; and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the junction of Sheeppasture Road and said Depot Street and extend toward Suffield, Connecticut, to the end of said Depot Street, a distance of about one-half mile more or less.

Southwick, Selectmen of, Petrs. for relocation, alterations and specific repairs on Depot St. beginning at junction of Sheep Pasture Rd. and said Depot St., extending toward Suffield, Ct., to the end of said Depot St., and for aid.

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WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and this Town.

Dated this fourth day of February A. D. 1931.

Joseph C. Galpin	} Selectmen } of } Southwick
A. F. Johnson	
Philip K. Hall	

The foregoing petition was entered on the 7th day of February 1931, and due proceedings having been had thereon, on the 14th day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1931

On the petition of the Selectmen of Southwick for relocation, alterations and specific repairs on Depot Street beginning at junction of Sheep Pasture Road and said Depot Street extending toward Suffield, Conn., to the end of said Depot Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Southwick leading to Agawam, and being known as Depot Street, to grade, surface with bituminous macadam and otherwise improve about 1,212 feet, the work to begin at the end of the section of said road improved in 1930, station 0+38, and extend in an easterly direction to station 12+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

BOARD OF SELECTMEN

Hampden County, ss:

To the Honorable Board of

County Commissioners of Hampden County:

Respectfully represent your petitioners, the undersigned, Selectmen of the Town of Southwick, in said County, that common convenience and necessity require that the bridge on Sheeppasture Road spanning Great Brook (so-called), at a point southerly about 500 feet from Depot Street, be relocated; that alterations be made in its construction; and that said bridge be specifically repaired, widened or re-constructed as may be found necessary.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations or re-construction and may determine and specify repairs or re-construction and order them to be made, and that said County contribute to the expense of same together with an appropriation from the State and Town.

Southwick. Selectmen of, Petrs. for relocation, alterations and specific repairs or re-construction of bridge on Sheep Pasture Rd. spanning Great Brook so-called, at a point southerly about 500 ft from Depot Street, and for aid.

Dated this tenth day of February A. D. 1931.

Joseph C. Galpin }
Philip K. Hall } Selectmen
of
Southwick.

Seal

The foregoing petition was entered on the 16th day of February 1931, and due proceedings having been had thereon, on the 14th day October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1931

On the petition of the Selectmen of the Town of Southwick for relocation, alterations and specific repairs or re-construction of bridge on Sheep Pasture Road spanning Great Brook so called, at a point southerly about 500 feet from Depot Street, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Southwick leading to Suffield, Conn., and being known as the Sheep Pasture Road, to grade, surface with bituminous macadam and otherwise improve about 200 feet, the work to begin at station 79, and extend in a northerly direction to station 81; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Southwick a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Southwick.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden

Respectfully represent the undersigned, Selectmen of Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Granville and known as Falls road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point opposite Mrs. E. K. Levys going south a distance of 500 ft more or less, and beginning at a point 400 ft north of house of H. K. Herrick for a distance of one hundred ft more or less.

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Falls Road leading from Blandford to Granville, in two section, and for aid.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the town.

S. A. Anderson }
F. B. Hart } Selectmen
A. H. Smith } Town of Blandford

Blandford, Mass. Jan. 13, 1931

The foregoing petition was entered on the 17th day of February 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of Blandford for relocation, alterations and specific repairs on Falls Road leading from Blandford to Granville, in two sections, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Falls Road in Blandford; this road be specifically repaired commencing at a point opposite Mrs. E. K. Levy's on Falls Road, going south for a distance of 500 feet more or less, and beginning at a point 400 feet north of house of H. K. Herrick for a distance of 100 feet more or less, the work on this road to consist of gravel 12 inches deep at center of road bed tapering to 8 inches at junction of road bed and ditch.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Chester, Citizens of
the Town of, Petrs. for
specific repairs on
portion of Canada Hill
Rd. which extends from
the village of Little-
ville, so-called, to
Worthington.

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS WITHIN AND FOR THE
COUNTY OF HAMPDEN, IN THE COMMONWEALTH OF MASSACHUSETTS:

The undersigned citizens and tax-payers of the Town of Chester,
in said County of Hampden, respectfully represent to your Honorable
Board of County Commissioners as follows:

That there is located in the said town of Chester a public highway
known and designated as the Canada Hill Road, which extends from the

village of Littleville, so-called, to Worthington.

That a portion of said highway located within the limits of the said Town of Chester is very steep, having a maximum grade of twenty-one per cent, is narrow, difficult of travel, and inadequate to meet the reasonable needs and requirements of the traveling public.

That specific repairs to the existing way are necessary in order that the public convenience may be served.

WHEREFORE, your petitioners respectfully pray your Honorable Board of County Commissioners to view the premises, to hear the parties interested and to adjudicate that common convenience and necessity and the public convenience require that specific repairs be made in the existing way above described in such manner as your Honorable Board may determine, and for such further adjudication, order or decree in the premises as the public necessity requires.

Ernest L. Alderman
A. J. Rich
Emerson B. Rich
F. William Krah
A. G. Platt
J. H. Platt
Ernest Pike
John J. Elder
Edwin B. Eastman
Irving Eastman
H. P. Eastman

Dated at Chester, Mass.
February 28, 1931.

The foregoing petition was filed on the 4th day of March 1931, and due proceedings having been had thereon, on the 18th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1931

On the petition of the Citizens of the Town of Chester for specific repairs on portion of Canada Hill Road which extends from the village of Littleville, so-called, to Worthington.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Canada Hill Road in Chester; this road be specifically repaired commencing at the foot of the hill for a distance of three hundred (300) feet, to be filled with stone three feet in depth; to be resurfaced with gravel six inches deep; the whole hill to be widened and resurfaced with gravel; the bad places to be filled with stone and gravel as far as Mr. Alderman's Summer Home.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

October meeting 1931

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray)County
Thos. J. Costello)Commissioners
Hormisdas Boucher)of the County
Associate of Hampden.
Commissioner.

Chester, Selectmen of the Town of, Petrs. for re-location, alterations and specific repairs on Chester Hill Rd beginning at end of section of road improved in 1929 and extending northerly for a distance of 2500 ft. more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN.

Respectfully represent the undersigned, Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield and known as Chester Hill Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at the end of the section of road improved in 1929 and extending northerly for a distance of twenty-five hundred feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this sixth day of March 1931.

Thomas Rose

Leon J. Kelso

Selectmen of Chester

The foregoing petition was entered on the 9th day of March 1931, and due proceedings having been had thereon, on the 6th day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 6, 1931

On the petition of the Selectmen of the Town of Chester for relocation, alterations and specific repairs on Chester Hill Road beginning at end of section of road improved in 1929 and extending northerly for a distance of 2500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Middlefield, and being known as the Chester Hill Road, to grade, surface with stone retread and otherwise improve about 2,800 feet, the work to begin at the end of the section of said road improved in 1929, station 189, and extend in a north-westerly direction to station 217; also, to grade, surface with stone retread

and otherwise improve about 3,000 feet, the work to begin at the Huntington line, station 0, and extend in a northerly direction to station 40; these repairs to be made according to specifications set forth in agreements of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Chester a sum not to exceed SEVEN THOUSAND FIVE HUNDRED DOLLARS (\$7,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Charles W. Bray)County
 ;Commissioners
Thos. J. Costello)of the County
 ;of Hampden.
Hormisdas Boucher)Associate Commissioner.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the town of Brimfield, in said County, that common convenience and necessity require that the highway leading from Brimfield to Warren and known as the Warren Road, be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 72 and extend southerly for a distance of 3,000 feet more or less.

WHEREFOR your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of March, 1931.

Frank B. Haley
Geo. N. Freeman
H. C. Pease
Selectmen of Brimfield

The foregoing petition was entered on the 21st day of March 1931, and due proceedings having been had thereon, on the 4th day of November 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1931

On the petition of the Selectmen of the Town of Brimfield for relocation, alterations and specific repairs on Warren Road, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of July, A. D. 1931,

Brimfield, Selectmen of, Petrs. for relocation, alterations and specific repairs on Warren Rd. beginning at station 72 and extend southerly for a distance of 3,000 ft more or less and for aid.

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Plans in Book 9,
Pages 98-101 incl.

October meeting 1931

view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Beginning at a point about 250 feet distant northerly of the southerly boundary of the property of Sumner R. Parker, extending thence in a southerly direction for about 0.7 of a mile to a point about 450 feet distant southerly of the northerly boundary of the property of Mary E. Brown; being more fully described as follows:

The base line begins at a point in the present roadway about 250 feet distant northerly of the aforesaid boundary of the Parker property, said point being shown on plan as station 63+66.77 and extends thence south $9^{\circ} 18' 05''$ east for a distance of 207.08 feet; thence south $17^{\circ} 51' 35''$ east for a distance of 285.33 feet; thence by a curve to the right of 515.46 feet radius for a distance of 197.55 feet; thence south $4^{\circ} 05' 55''$ west for a distance of 476.85 feet; thence south $1^{\circ} 47' 10''$ west for a distance of 807.38 feet; thence south $8^{\circ} 32' 50''$ east for a distance of 330.42 feet; thence by a curve to the left of 1076.92 feet radius for a distance of 395.49 feet; thence south $29^{\circ} 35' 20''$ east for a distance of 364.17 feet; thence by a curve to the right of 623.17 feet for a distance of 387.09 feet; thence south $5^{\circ} 56' 40''$ west for a distance of 231.87 feet to a point at the end of the layout, in the present roadway about 450 feet distant southerly of the aforesaid boundary of the Brown property, being shown on plan as station 100+50.00.

The easterly location line begins at a point bearing north $80^{\circ} 41' 55''$ east and 33.00 feet distant from the point of beginning of the above-described base line, shown on plan as station 63+66.77 and extends thence southerly by a curve to the left of 1567.00 feet radius for a distance of 234.06 feet to a point bearing north $72^{\circ} 08' 25''$ east and 46.00 feet distant from station 66+07.19; thence parallel to the above-described base line and 46.00 feet distant therefrom to a point bearing north $72^{\circ} 08' 25''$ east and 46.00 feet distant from station 67+92.17; thence by a curve to the right of 727.66 feet radius for a distance of 278.87 feet to a point bearing south $85^{\circ} 54' 05''$ east and 33.00 feet distant from station 70+56.73; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing south $88^{\circ} 12' 50''$ east and 33.00 feet distant from station 82+50.54; thence by a curve to the left of 967.00 feet radius for a distance of 174.40 feet to a point bearing north $81^{\circ} 27' 10''$ east and 33.00 feet distant from station 84+31.38; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing north $60^{\circ} 24' 40''$ east and 33.00 feet distant from station 93+10.62; thence

by a curve to the right of 1033.00 feet radius for a distance of 640.64 feet to a point bearing south $84^{\circ} 03' 20''$ east and 33.00 feet distant from station 99+38.55; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point at the end of the layout, bearing south $84^{\circ} 03' 20''$ east and 33.00 feet distant from the point of ending of the above-described base line shown on plan as station 100+50.00.

The westerly location line begins at a point bearing south $80^{\circ} 41' 55''$ west and 33.00 feet distant from the point of beginning of the above-described base line shown on plan as station 63+66.77 and extends thence southerly by a curve to the left of 1633.00 feet radius for a distance of 243.92 feet to a point bearing south $72^{\circ} 08' 25''$ west and 20.00 feet distant from station 66+07.19; thence parallel to the above-described base line and 20.00 feet distant therefrom to a point bearing south $72^{\circ} 08' 25''$ west and 20.00 feet distant from station 67+92.17; thence by a curve to the right of 661.66 feet radius for a distance of 253.58 feet to a point bearing north $85^{\circ} 54' 05''$ west and 33.00 feet distant from station 70+56.73; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing north $88^{\circ} 12' 50''$ west and 33.00 feet distant from station 82+50.54; thence by a curve to the left of 1033.00 feet radius for a distance of 186.30 feet to a point bearing south $81^{\circ} 27' 10''$ west and 33.00 feet distant from station 84+31.38; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing south $60^{\circ} 24' 40''$ west and 33.00 feet distant from station 93+10.62; thence by a curve to the right of 967.00 feet radius for a distance of 599.71 feet to a point bearing north $84^{\circ} 03' 20''$ west and 33.00 feet distant from station 99+38.55; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point at the end of the layout, bearing north $84^{\circ} 03' 20''$ west and 33.00 feet distant from the point of ending of the above-described base line shown on plan as station 100+50.00.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Brimfield in said County:-

Parcel No. 1. From Fred N. Lawrence. A parcel of land on the easterly side of Warren Road, so called, between station 63+67.77 and 73+15+, bounded as follows: Easterly by the easterly location line of the 1931 County layout, for about 953 feet; southerly by the northerly boundary of land of Edith L. Parker, for about 5.5 feet; westerly by the front property line, as defined in part by a fence, for about 950 feet; northerly by the line marking the northerly end of the taking for about 6 feet; containing about 11,180 square feet.

Parcel No. 2. From Royal MacIntyre. A parcel of land on the westerly side of Warren Road, so called, between station 67+93₊ and 74+92₊, bounded as follows: Westerly by the westerly location line of the 1931 County layout, for about 687 feet; easterly by the assumed front property line, for about 690 feet; southerly by the northerly boundary of land of Benjamin Allen, for about 18 feet; containing about 9490 square feet.

Parcel No. 3. From Edith L. Parker. A parcel of land on the easterly side of Warren Road, so called, between stations 73+15₊ and 88+03₊, bounded as follows: Easterly by the easterly location line of the 1931 County Layout, for about 1477 feet; southerly by the northerly boundary of land of Herbert A. King, for about 10 feet; westerly by the front property line as evidenced in part by a wire fence and a stone wall, for about 1476 feet; northerly by the southerly boundary of land of Fred N. Lawrence, for about 5.5 feet; containing about 8880 square feet.

Parcel No. 4. From Benjamin Allen. A parcel of land on the westerly side of Warren Road, so called, between stations 74+92₊ and 87+68₊, bounded as follows: Westerly by the westerly location line of the 1931 County layout, for about 1282 feet; northerly by the southerly boundary of land of Royal MacIntyre, for about 18 feet; easterly by the front property line, as defined in part by a fence, and remains of a wall, for about 1282 feet; southerly by the northerly boundary of land of Lena Brown, for about 5 feet; containing about 17,580 square feet.

Parcel No. 5. From Lena Brown. A parcel of land on the southwesterly side of Warren Road, so called, between stations 87+66₊ and 96+00₊, bounded as follows: Southwesterly by the southwesterly location line of the 1931 County layout, for about 803 feet; northerly by the southerly boundary of land of Benjamin Allen, for about 5 feet; northeasterly by the front property line as defined by a stone wall, for about 836 feet; and southerly by the northerly boundary of land of Mary E. Brown, for about 59 feet; containing about 16,680 square feet.

Parcel No. 6. From Herbert A. King. A parcel of land on the northeasterly side of Warren Road, so called, between stations 87+99₊ and 88+76₊, bounded as follows: Northeasterly by the northeasterly location line of the 1931 County Layout, for about 69 feet; southwest-erly by the front property line as defined by a wall, for about 75 feet; northerly by the southerly boundary of land of Edith L. Parker, for about 10 feet; containing about 300 square feet.

Parcel No. 7. From Lena Brown. A parcel of land on the north-easterly side of Warren Road, so called, between stations 90+79₊ and 94+32₊, bounded as follows: Northeasterly by the northeasterly location line of the 1931 County layout, for about 354 feet, and southwest-erly by the front property line as defined by a stone wall, for about 354 feet; containing about 2000 square feet.

Parcel No. 8. From Mary E. Brown. A parcel of land on the westerly side of Warren Road, so called, between stations 95+68₊ and 100+50.00, bounded as follows: Westerly by the westerly location

line of the 1931 County layout, for about 460 feet; northerly by the southerly boundary of land of Lena Brown, for about 59 feet; easterly by the front property line as defined by a fence and a wall for about 450 feet; and southerly by the line marking the southerly end of the taking for about 11 feet; containing about 12,670 square feet.

Parcel No. 9. From Mary E. Brown. A parcel of land on the easterly side of Warren Road, so called, between stations 97+75+ and 100+50.00, bounded as follows: Easterly by the easterly location line of the 1931 County layout, for about 278 feet; southerly by the line marking the southerly end of the taking for about 17 feet; westerly by the front property line as defined in part by a wall, for about 278 feet; containing about 3610 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts, Plan of Road in the Town of Brimfield, Hampden County, As Laid Out By The County Commissioners, Hor. Scale: 40 Feet to the inch; Vert. Scale: 8 Feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

Fred N. Lawrence.	\$1.00
Royal MacIntyre	1.00
Edith L. Parker	1.00
Benjamin Allen.	1.00
Lena Brown	1.00
Herbert A. King	1.00
Lena Brown.	1.00
Mary E. Brown	1.00
Mary E. Brown	1.00

The work is to consist of grading, surfacing with gravel and tar mixed and otherwise improving about 3,650 feet of the road in Brimfield leading to Warren, and being known as the Warren Road, the work to begin at the end of the section of said road improved in 1929, station 64, and extend in a southerly direction to station 100+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Brimfield a sum not to exceed FOUR THOUSAND DOLLARS (\$4,000.) towards the repairing of this highway.

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All land, grade, drainage and other legal damages shall be paid by the Town of Brimfield.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 4, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun Clerk.

Granville, Citizens of the Town of, Petrs. for specific repairs on part of Lake St. which lies between the main highway and Southwick line, and for aid.

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To the County Commissioners of the County of Hampden

Respectfully represent the undersigned citizens of the Town of Granville in said County, that common convenience and necessity require that Lake Street which lies between the main highway and Southwick line that part of said road be specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary.

Wherefore your petitioners pray that your honorable board may determine and specify such specific repairs and order them to be made and that said County contribute a sum not to exceed one thousand dollars (\$1,000.) together with an appropriation from the town and citizens of Lake Street towards the expense of said repairs.

Granville, Mass. February 28, 1931.

B. H. Dickinson
H. V. Beckwith
H. E. Hansen
Christen Hansen
Stanley Beckwith
William C.E. Hansen
Milton Hansen
R. G. Dickinson
Fred H. Gibbons

Joseph L. Dickinson
Guy J. Hansen
Ralph G. Hiers
C. A. White, M. D.
Benj. F. Gibbons
Roswell O. Rowley
E. A. Jensen
Howard B. Dickinson

The foregoing petition was entered on the 24th day of March 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting November 10, 1931

On the petition of the Citizens of the Town of Granville for specific repairs on part of Lake Street which lies between the Main Highway and Southwick line, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said

Commissioners order the following repairs made on Lake Street in Granville; this road be specifically repaired commencing at Bernice Dickenson's driveway extending north for a distance of eight hundred and twenty-five (825) feet, the road bed to be removed and replaced by stone fill twelve inches deep to a width of fourteen feet; stone to be covered with one inch of sand and eight inches of gravel; one 12" x 34' metal culvert to be put in and also four side drains to be stone.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

To the County Commissioners of the County of Hampden.

Dear Sirs:-

The undersigned citizens of the town of Granville in said County respectfully ask the attention of your Honorable Body to the fact that common convenience, safety and necessity require that the South Lane road which lies between the Maine Highway and the Connecticut line, and located in the part of Granville known as Granville Center be in part at least specifically repaired by grading, resurfacing and hardening or otherwise repaired as may be necessary. One urgent reason for these repairs is the fact that this is the route of the school bus, a number of children are frequently hindered from attending school, and their lives are endangered on account of the condition of this road.

Wherefor your petitioners pray that your Honorable Board may determine and specify such specific repairs and order them to be made, and that said County contribute a sum not to exceed One Thousand Dollars (\$1,000.00) together with an appropriation from town and a contribution from citizens residing on and near South Lane toward the expense of said repairs.

Signed, Ralph R. Roberts
Karl S. Hansen
Ray Collier
Robert H. Tripp
Cyrus H. Tripp
Walter Schiess
Loomis Roberts
W. H. Clapp
E. A. Jensen, Selectman

The foregoing petition was entered on the 2nd day of April 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Final Decree, to wit:

Granville, Citizens
of the Town of, Petrs.
for specific repairs
on part of South Lane
Road in Granville
Center and for aid.

October meeting 1931

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1931

On the petition of the Citizens of the Town of Granville for specific repairs on part of South Lane Road in Granville Center and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on South Lane Road in Granville; this road be specifically repaired commencing at the junction of Barnard Road extending south for a distance of seven hundred (700) feet, the road bed to be levelled to an even grade, stone to be put in deep gutters, ten inches of gravel to the width of eighteen feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed FIVE HUNDRED DOLLARS (\$500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Granville, Inhabit-
ants of the Town of,
Petr. for layout,
location, relocation,
alteration, widening
and construction and
specific repairs of
highway from a point
on highway leading
from Granby Rd. to
Granby, Conn., known
as Silver St. beginn-
ing at well on ceme-
tary hill to Banks'
place.

To The County Commissioners of the County of Hampden

Respectfully Represent your petitioners each being an inhabitant of the Town of Granville, that common convenience and necessity requires the layout, location, relocation, alteration, widening, construction and specific repairs of a highway from a point on the Highway leading from Granby Road to Granby, Conn. line known as Silver Street, starting point from well on cemetery hill to Banks' place.

Wherefore your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and construct and make specific repairs of a highway as above represented.

Harry E. Kane
Clark L. Boughton
Lena Johnson
Morton Hansen
George F. Brooks
William Clifford

Albert M. Boughton
Charles J. Johnson
H. A. Hansen
Joseph N. Crowell
Wallace W. Banks
John F. Clifford

The foregoing petition was entered on the 18th day of April 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1931

On the petition of the Inhabitants of the Town of Granville for layout, location, relocation, alteration, widening and construction

and specific repairs of highway from a point on highway leading from Granby Road to Granby, Conn., known as Silver Street, beginning at well on cemetery hill to Banks' place.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Silver Street in Granville; this road be specifically repaired commencing opposite spring which supplies water for cemetery, extending south four hundred (400) feet; road crown to be scraped to an even grade, stone to be put in gutters, ten inches of gravel to a width of eighteen feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed TWO HUNDRED DOLLARS (\$200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
County
Charles W. Bray) Commissioners
of the County
Thos. J. Costello) of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Holyoke, in said County, that common convenience and necessity require that the highway leading from Easthampton Road to Westfield Road and known as Jarvis Avenue, Cherry Street and Homestead Avenue, be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Easthampton Road and extend to Westfield Road, a distance of 12,852 feet, more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and City.

Dated this 21st day of April 1931.

William T. Dillon
Mayor.

Joseph F. Griffin
Harold E. Delaney
James R. Nolan
John F. Bell
Lionel Boucher
Frank V. Finnerty

BOARD OF ALDERMEN.

Wm. E. Bosworth
Jeremiah J. Hurley
Thomas F. McLean
Oscar DeRoy
Augustus Mazzolini
Lawrence W. Law
Charles Dwyer
A. D. Goddu

M. Stephen Bowe
John G. Vogt
Oliver LaBelle
Frederick Childs
William P. Casey
Stanley L. Skypeck
William M. Hart

Holyoke, Mayor and Board of Aldermen of the city of, Petrs. for relocation, alterations and specific repairs on Jarvis Ave. Cherry St. and Homestead Ave. beginning at Easthampton Road to Westfield Rd, a distance of 12,852 feet more or less, and for aid.

50

Plans in drawer of plan case.

HIGHWAY
Book # 19
PAGE # 23-50

October meeting 1931

The foregoing petition was entered on the 23rd day of April 1931, and due proceedings having been had thereon, on the 18th day of November 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1931

On the petition of the Mayor and Board of Aldermen of the City of Holyoke for relocation, alterations and specific repairs on Jarvis Avenue, Cherry Street and Homestead Avenue beginning at Easthampton Road to Westfield Road, a distance of 12.852 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of June, A. D. 1931, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Beginning at a point on the Easthampton Road about 2,000 feet northerly of the junction of said road with Jarvis Avenue, and extends thence in a southwesterly direction by a new location and the existing roadways of Jarvis Avenue, Cherry Street and Homestead Avenue, a distance of about 2 2/3 miles to the junction of said Homestead Avenue, with Westfield Avenue, being more fully described as follows:

The base line begins at a point in the present roadway of Easthampton Road, about 2,000 feet distant northerly of Jarvis Avenue as aforesaid, being shown on plan as station 77+60.38 and extends thence south 45° 10' 05" west for a distance of 1234.23 feet; thence by a curve to the left of 1200.31 feet radius for a distance of 649.66 feet; thence south 14° 09' 25" west for a distance of 612.14 feet; thence by a curve to the right of 1999.90 feet radius for a distance of 998.71 feet to a point shown on plan as station 112+55.12, said point equalling station 117+30.90 for the line ahead; thence south 42° 46' 10" west for a distance of 159.10 feet; thence by a curve to the left of 4025.01 feet radius for a distance of 319.83 feet; thence south 38° 13' 00" west for a distance of 885.06 feet; thence by a curve to the left of 1582.36 feet radius for a distance of 437.20 feet to a point shown on plan as station 135+32.09, said point equalling station 135+37.57 for the line ahead; thence south 22° 23' 10" west for a distance of 980.96 feet; thence by a curve to the left of 180.89 feet radius for a distance of 218.76 feet; thence south 46° 54' 20" east for a distance of 79.52 feet; thence by a curve to the right of 1091.19 feet radius for a distance of 298.13 feet to a point shown on plan as station 151+14.94, said point equalling station 150+56.94 for the line ahead; thence south 31° 15' 05" east for a distance of 572.69 feet; thence by a curve to the left of 1002.34 feet for a distance of 297.79 feet; thence south 48° 16' 25" east for a distance of 167.82 feet; thence by a curve to

the right of 163.92 feet for a distance of 179.58 feet; thence south 14° 29' 45" west for a distance of 556.85 feet; thence south 19° 11' 45" west for a distance of 208.35 feet; thence by a curve to the right of 686.43 feet radius for a distance of 631.37 feet; thence by a curve to the left of 1206.63 feet radius for a distance of 516.49 feet; thence south 47° 22' 15" west for a distance of 703.45 feet; thence south 43° 01' 55" west for a distance of 499.29 feet; thence south 33° 00' 05" west for a distance of 939.88 feet; south 35° 00' 35" west for a distance of 582.94 feet; thence south 38° 13' 55" west for a distance of 214.83 feet; thence south 30° 44' 35" west for a distance of 460.20 feet; south 24° 45' 05" west for a distance of 327.86 feet to a point at the end of the layout in the intersection of the roadways of Homestead Avenue and Westfield Avenue, shown on plan as station 219+16.33.

The southeasterly location line begins at a point on the Southwesterly side of Easthampton Road, bearing south 17° 58' 45" east and 228.18 feet distant from the point of beginning of the above-described base line, shown on plan as station 77+60.38 and extends thence north 77° 18' 15" west for a distance of 202.19 feet to a point bearing south 3° 10' 32" east and 44.17 feet distant from station 79+42.64; thence parallel to the above-described base line and 33.00 feet distant therefrom in part on the southeasterly side of Jarvis Avenue to a point bearing south 67° 36' 50" east and 33.00 feet distant from station 144+00.18; thence leaving said side of Jarvis Avenue and extending by a curve to the left of 320.00 feet radius for a distance of 378.22 feet to a point on the northeasterly side of Cherry Street bearing north 86° 31' 39" east and 44.86 feet distant from station 148+16.81; thence extending along said side of street parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing north 10° 04' 50" west and 54.93 feet distant from station 159+27.42; thence south 45° 43' 16" east for a distance of 186.27 feet to a point bearing north 2° 24' 21" west and 35.76 feet distant from station 160+95.24; thence by a curve to the left of 671.39 feet radius for a distance of 29.91 feet to a point on the northeasterly location line of the 1930 City layout on Cherry Street, bearing north 53° 02' 11" east and 25.50 feet distant from the aforesaid station 160+95.24; then beginning again at a point on the southwesterly location line of said City layout bearing north 66° 39' 34" east and 75.19 feet distant from station 162+57.92 of the above-described base line and extending thence leaving said location line northwesterly, westerly and southwesterly by a curve of 25.00 feet radius for a distance of 45.32 feet to a point on the easterly side of Homestead Avenue, bearing north 66° 39' 34" east and 35.83 feet distant from the aforesaid station 162+57.92; thence extending along said side of Homestead Avenue, south 14° 43' 45" west for a distance of 596.74 feet; to a point bearing south 73° 09' 15" east and 25.02 feet distant from station 168+31.67; thence south 16° 50' 06" west for a distance of 179.89 feet to a point bearing north 66° 44' 13" east and 43.90 feet distant from station 170+40.02; thence by a curve to the

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right of 719.43 feet radius for a distance of 691.37 feet to a point bearing south $18^{\circ} 06' 15''$ east and 33.00 feet distant from station 176+71.39; thence by a curve to the left of 1262.30 feet radius for a distance of 540.32 feet to a point bearing south $13^{\circ} 11' 09''$ west and 44.49 feet distant from station 181+87.88; thence south $47^{\circ} 22' 15''$ west for a distance of 756.38 feet to a point bearing south $45^{\circ} 01' 52''$ east and 18.15 feet distant from station 189+82.08; thence south $42^{\circ} 34' 02''$ west for a distance of 384.60 feet to a point bearing north $85^{\circ} 22' 00''$ east and 31.57 feet distant from station 193+90.62; thence south $33^{\circ} 00' 05''$ west for a distance of 559.16 feet to a point bearing south $58^{\circ} 08' 56''$ east and 25.01 feet distant from station 199+31.00; thence south $30^{\circ} 42' 02''$ west for a distance of 399.72 feet to a point bearing south $57^{\circ} 50' 44''$ east and 41.05 feet distant from station 203+30.50; thence south $35^{\circ} 00' 35''$ west for a distance of 586.14 feet to a point bearing south $53^{\circ} 22' 45''$ east and 41.02 feet distant from station 209+13.44; thence south $38^{\circ} 13' 55''$ west for a distance of 336.06 feet to a point bearing south $55^{\circ} 30' 45''$ east and 25.05 feet distant from station 212+51.03; thence south $30^{\circ} 44' 35''$ west for a distance of 334.50 feet to a point bearing south $62^{\circ} 15' 10''$ east and 25.03 feet distant from station 215+88.47; thence south $24^{\circ} 45' 05''$ west for a distance of 153.40 feet to a point bearing south $38^{\circ} 03' 55''$ east and 28.10 feet distant from station 217+32.48; thence by a curve to the left of 50.00 feet radius for a distance of 109.64 feet to a point at the end of the layout, on the northerly side of Westfield Avenue, bearing south $38^{\circ} 03' 55''$ east and 117.06 feet distant from the aforesaid station 217+32.48.

The northwesterly location line begins at a point on the southwesterly side of Easthampton Road, bearing north $32^{\circ} 54' 49''$ west and 166.34 feet distant from the point of beginning of the above-described base line shown on plan as station 77+60.38 and extends thence southeasterly, southerly and southwesterly by a curve of 200.00 feet radius for a distance of 242.38 feet to a point bearing north $3^{\circ} 10' 32''$ west and 44.17 feet distant from station 79+42.64; thence parallel to the above-described base line and 33.00 feet distant therefrom, in part on the northwesterly side of Jarvis Avenue, to a point bearing north $67^{\circ} 36' 50''$ west and 33.00 feet distant from station 135+32.09; thence south $22^{\circ} 23' 10''$ west for a distance of 1128.76 feet to a point on the southwesterly side of Cherry Street, bearing south $77^{\circ} 44' 25''$ west and 79.10 feet distant from station 146+27.91; thence extending along said side of Cherry Street south $46^{\circ} 54' 20''$ east for a distance of 227.32 feet to a point bearing south $43^{\circ} 05' 40''$ west and 33.00 feet distant from station 148+16.81; thence parallel to the above-described base line and 33.00 feet distant therefrom to a point bearing south $78^{\circ} 02' 08''$ west and 40.95 feet distant from station 160+95.24; thence leaving said side of Cherry Street and extending by a curve to the right of 160.00 feet radius for a distance of 175.94 feet to a point on the westerly side of Homestead Avenue bearing south $82^{\circ} 50' 02''$ west and 41.74 feet distant from station 162+74.82 of the base line; thence

extending along said side of Homestead Avenue south $14^{\circ} 43' 45''$ west for a distance of 540.99 feet to a point bearing north $73^{\circ} 34' 07''$ west and 41.00 feet distant from station 168+31.67; thence south $16^{\circ} 50' 06''$ west for a distance of 178.68 feet to a point bearing north $32^{\circ} 04' 06''$ west and 43.02 feet distant from station 170+40.02; thence by a curve to the right of 653.43 feet radius for a distance of 627.94 feet to a point bearing north $18^{\circ} 06' 15''$ west and 33.00 feet distant from station 176+71.39; thence by a curve to the left of 1328.30 feet radius for a distance of 568.57 feet to a point bearing north $84^{\circ} 32' 40''$ west and 55.10 feet distant from station 181+87.88; thence south $47^{\circ} 22' 15''$ west for a distance of 759.14 feet to a point bearing north $45^{\circ} 01' 52''$ west and 47.91 feet distant from station 189+82.08; thence south $42^{\circ} 34' 02''$ west for a distance of 392.89 feet to a point bearing north $25^{\circ} 49' 56''$ west and 47.92 feet distant from station 193+90.62; thence south $33^{\circ} 00' 05''$ west for a distance of 566.00 feet to a point bearing north $58^{\circ} 08' 56''$ west and 41.01 feet distant from station 199+31.00; thence south $30^{\circ} 42' 02''$ west for a distance of 398.56 feet to a point bearing north $55^{\circ} 59' 40''$ west and 25.00 feet distant from station 203+30.50; thence south $35^{\circ} 00' 35''$ west for a distance of 581.80 feet to a point bearing north $53^{\circ} 22' 45''$ west and 25.01 feet distant from station 209+13.44; thence south $38^{\circ} 13' 55''$ west for a distance of 338.53 feet to a point bearing north $55^{\circ} 30' 45''$ west and 41.09 feet distant from station 212+51.03; thence south $30^{\circ} 44' 35''$ west for a distance of 342.27 feet to a point bearing north $62^{\circ} 15' 10''$ west and 41.06 feet distant from station 215+88.47; thence south $24^{\circ} 45' 05''$ west for a distance of 302.01 feet to a point bearing north $63^{\circ} 25' 57''$ west and 41.02 feet distant from station 218+89.63; thence leaving said side of Homestead Avenue and extending by a curve to the right of 130.00 feet radius for a distance of 92.92 feet to a point at the end of the layout, on the northwesterly side of Westfield Street, bearing south $65^{\circ} 42' 15''$ west and 111.10 feet distant from station 218+89.63 of the above-described base line.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Holyoke in said County:-

Parcel No. 1. A parcel of land supposed to belong to HELEN DIETZ-MUENTER comprising the entire width of location of the 1931 State highway layout, between station 77+87.08 and 86+38 $\frac{1}{2}$, bounded as follows: Southerly and southeasterly by the southeasterly location line of the 1931 State highway layout for about 814 feet; again southerly by the northerly boundary of land of Mary T. Haley for about 84 feet; northwesterly by the northwesterly location line of the 1931 State highway layout for about 963 feet; and easterly by the northeasterly end of the layout as defined by the westerly side of Easthampton Road, so called, for 391.25 feet; containing about 72,480 square feet.

Parcel No. 2. A parcel of land supposed to belong to MARY T. HALEY comprising the entire width of location of the 1931 State highway layout between stations 85+85+ and 94+71+ bounded as follows: Southeasterly by the southeasterly location line of the 1931 State highway layout for about 842 feet; southerly by the northerly boundary of land of M. J. Haley for about 73 feet; northwesterly by the northwesterly location line of the 1931 State highway layout for about 846 feet; and northerly by the southerly boundary of land of Helen Dietz-Muenter for about 84 feet; containing about 55,300 square feet.

Parcel No. 3. A parcel of land supposed to belong to M. J. HALEY comprising the entire width of location of the 1931 State highway layout between stations 94+40+ and 95+55+ bounded as follows: Southeast-erly by the southeasterly location line of the 1931 State highway layout for about 111 feet; southwest-erly by the Northeast-erly side of a road leading to Easthampton as defined by a wire fence for about 86 feet; northwesterly by the northwesterly location line of the 1931 State highway layout for about 29 feet; and northerly by the southerly boundary of land of Mary T. Haley for about 73 feet; containing about 4520 square feet.

Parcel No. 4. A parcel of land supposed to belong to M. J. HALEY comprising a portion of the location of the 1931 State highway layout between stations 95+43+ and 102+77+ bounded as follows: Easterly by the easterly location line of the 1931 State highway layout for about 672 feet; southerly by the northerly boundary of land of the City of Holyoke for about 40 feet; westerly in part by the easterly boundary of land of the City of Holyoke in part by the easterly boundary of land of the Estate of Michael C. Haley and in part by the westerly location line of the 1931 State highway layout for a total of about 737 feet; and northeast-erly by the southwest-erly side of a road leading to Easthampton as defined by a wire fence for about 85 feet; containing about 44,360 square feet.

Parcel No. 5. A parcel of land supposed to belong to the ESTATE OF MICHAEL C. HALEY comprising a portion of the location of the 1931 State highway layout on the westerly side thereof between stations 96+55+ and 98+93+, bounded as follows: Westerly by the westerly location line of the 1931 State highway layout for about 238 feet; easterly by the westerly boundary of land of M. J. Haley for about 236 feet; and south-erly by the northerly boundary of land of the City of Holyoke for about 10 feet; containing about 1010 square feet.

Parcel No. 6. A parcel of land supposed to belong to the CITY OF HOLYOKE comprising in part the entire width of location of the 1931 State highway layout and in part a portion of said location on the west-erly side thereof all located between stations 98+91+ and 107+77+, bounded as follows: Easterly by the easterly location line of the 1931 State highway layout for about 425 feet; southeasterly by the approximate northwesterly location line of Jarvis Avenue, so called,

for about 111 feet; westerly by the westerly location line of the 1931 State highway layout for about 874 feet; northerly by the southerly boundary of land of the Estate of Michael C. Haley for about 10 feet; easterly by the westerly boundary of land of M. J. Haley for about 386 feet; and northerly by the southerly boundary of land of M. J. Haley for about 40 feet; containing about 38,150 square feet.

Parcel No. 7. A parcel of land supposed to belong to the CITY OF HOLYOKE comprising the entire width of location of the 1931 State Highway Layout, between Stations 107+68 $\frac{1}{2}$ and 108+83 $\frac{1}{2}$, bounded as follows: easterly by the easterly location line of the 1931 State Highway layout for about 61 feet; southerly by the northerly boundary of land of Ursule Dube for about 85 feet; westerly by the westerly location line of the 1931 State Highway Layout for about 15 feet; and northwesterly by the approximate southeasterly location line of Jarvis Avenue, so called for about 118 feet; containing about 2575 square feet.

Parcel No. 8. A parcel of land supposed to belong to URSULE DUBE comprising the entire width of location of the 1931 State Highway Layout between Stations 108+30 $\frac{1}{2}$ and 119+51 $\frac{1}{2}$, bounded as follows: Southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 623 feet, southerly by the northerly boundary of land of Otto K. Fromhold for about 63 feet; westerly by the approximate easterly location line of Jarvis Avenue, so called for about 15 feet, northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 572 feet; and northerly by the southerly side of land of City of Holyoke for about 85 feet; containing about 40,050 square feet.

Parcel No. 9. A parcel of land supposed to belong to OTTO K. FROMHOLD comprising a portion of the location of the 1931 State Highway Layout, between Stations 119+25 $\frac{1}{2}$ and 120+36 $\frac{1}{2}$, bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 111 feet, westerly by the approximate easterly location line of Jarvis Avenue, so called, for about 102 feet; and northerly by the southerly boundary of land of Ursule Dube for about 63 feet; containing about 3090 square feet.

Parcel No. 10. A parcel of land supposed to belong to BERNADETTE BEAULAC comprising the entire width of location of the 1931 State Highway Layout, between Stations 120+26 $\frac{1}{2}$ and 122+57 $\frac{1}{2}$; bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 70 feet; southerly by the northerly boundary of land of Selina Bray for about 72 feet; northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 233 feet and easterly by the approximate westerly location line of Jarvis Avenue, so called, for about 147 feet, containing about 10,325 square feet.

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Parcel No. 11. A parcel of land supposed to belong to SELINA BRAY comprising mainly the entire width of location of the 1931 State Highway Layout, between Stations 122+28+ and 129+41+ bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 580 feet; again southeasterly by the approximate northwesterly location line of Jarvis Avenue, so-called, for about 131 feet; southerly by the northerly boundary of land of Heirs of Devises of Cornelius Healey for about 25 feet; northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 683 feet; and northerly by the southerly boundary of land of Bernadette Beaulac for about 72 feet; containing about 42,650 square feet.

Parcel No. 12. A parcel of land supposed to belong to HEIRS OR DEVISEES OF CORNELIUS HEALEY, located on the northwesterly side of Jarvis Avenue, so-called, and comprising a portion of the location of the 1931 State Highway Layout, between Stations 129+31+ and 130+94.89, bounded as follows: northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 154 feet; northerly by the southerly boundary of land of Selina Bray for about 25 feet, and southeasterly by the approximate northwesterly location line of Jarvis Avenue so-called, for about 166 feet; containing about 1280 square feet.

Parcel No. 13. A parcel of land supposed to belong to SELINA BRAY located on the southeasterly side of Jarvis Avenue, so-called, between Stations 129+69+ and 130+89+, bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 104 feet; southerly by the northerly boundary of land of Heirs or Devises of Cornelius Healey for about 22 feet, and northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 121 feet, containing about 1070 square feet.

Parcel No. 14. A parcel of land supposed to belong to HEIRS OR DEVISEES OF CORNELIUS HEALEY located on the southeasterly side of Jarvis Avenue, so-called, between Stations 130+73+ and 140+05+, bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 917 feet; northwesterly by the approximate southeasterly location line of Jarvis Avenue, so-called, for about 904 feet; and northerly by the southerly boundary of land of Selina Bray for about 22 feet; containing about 6900 square feet.

Parcel No. 15. A parcel of land supposed to belong to HEIRS OR DEVISEES OF CORNELIUS HEALEY located on the northwesterly side of Jarvis Avenue, so-called, between Stations 131+72+ and 145+92+, bounded as follows: northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 1438 feet; southeasterly by the approximate northwesterly location line of Jarvis Avenue, so-called, for about 1434 feet; and southwesterly by the approximate northeasterly location line of Cherry Street, so-called, for about 9 feet; containing about 15,645 square feet.

Parcel No. 16. A parcel of land supposed to belong to HEIRS or DEVISEES OF CORNELIUS HEALEY located in part on the easterly side of Jarvis Avenue, so-called, and in part on the northeasterly side of Cherry Street, so-called, between stations 142+46₊ and 160+71₊, bounded as follows: Easterly and northeasterly by the northeasterly location line of the 1931 State highway layout for about 1810 feet; and southwesterly and westerly in part by the approximate northeasterly location line of Cherry Street, so-called, and in part by the approximate easterly location line of Jarvis Avenue, so-called, for a total of about 1860 feet; containing about 20,925 square feet.

Parcel No. 17. A parcel of land supposed to belong to WILLIAM J. and BRIDGET MURRY located on the southwesterly side of Cherry Street, so-called, between stations 146+23₊ and 150+59₊ bounded as follows: Southwesterly and northwesterly by the southwesterly location line of the 1931 State highway layout for about 469 feet; northeasterly by the southwesterly location line of the City layout on Cherry Street, so-called, for about 460 feet; and southeasterly by the northwesterly boundary of land of Henry J. and Catherine Allaire for about 9 feet; containing about 3620 square feet.

Parcel No. 18. A parcel of land supposed to belong to HENRY J. and CATHERINE ALLAIRE located on the southwesterly side of Cherry Street, so-called, between stations 150+54₊ and 152+87₊, bounded as follows: Southwesterly by the southwesterly location line of the 1931 State highway layout for about 284 feet; northwesterly by the southeasterly boundary of land of William J. and Bridget Murry for about 9 feet; northeasterly by the southwesterly location line of the City layout for about 286 feet; and southeasterly by the northwesterly boundary of land of Job Hicks for about 8 feet; containing about 2280 square feet.

Parcel No. 19. A parcel of land supposed to belong to JOB HICKS located on the southwesterly side of Cherry Street, so-called, between stations 152+84₊ and 154+08₊, bounded as follows: Southwesterly by the southwesterly location line of the 1931 State highway layout for about 121 feet; northwesterly by the southeasterly boundary of land of Henry J. and Catherine Allaire for about 8 feet; northeasterly by the southwesterly location line of the City layout for about 119 feet; and southeasterly by the northwesterly boundary of land of Nora E. Larrow for about 9 feet; containing about 960 square feet.

Parcel No. 20. A parcel of land supposed to belong to NORA E. LARROW located on the southwesterly side of Cherry Street, so-called, between stations 154+02₊ and 155+87₊, bounded as follows: Southwesterly by the southwesterly location line of the 1931 State highway layout for about 179 feet; northwesterly by the southeasterly boundary of land of Job Hicks for about 9 feet; northeasterly by the southwesterly location line of the City layout for about 183 feet; and southeasterly by the northwesterly boundary of other land of Job Hicks for about 8 feet; containing about 1450 square feet.

Parcel No. 21. A parcel of land supposed to belong to JOB HICKS located in part on the southwesterly side of Cherry Street, so-called, and in part on the westerly side of Homestead Avenue, so-called, between stations 155+86+ and 168+18+, bounded as follows: Southwesterly and westerly by the westerly location line of the 1931 State highway layout for about 1198 feet; northwesterly by the southeasterly boundary of land of Nora E. Larrow for about 8 feet; northeasterly and easterly by the southwesterly location line of the City layout on Cherry Street, so-called, and the westerly location line of the City layout on Homestead Avenue, so-called, for about 1231 feet; and southerly by the northerly boundary of land of Thomas R. Humeston as defined by a stone wall for about 15 feet; containing about 16,500 square feet.

Parcel No. 22. A parcel of land supposed to belong to GRACE L. DAVIS located on the southeasterly corner of Cherry Street, so-called, and Homestead Avenue, so-called, between Stations 162+16+ and 162+41+, bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for 45.32 feet; westerly by the easterly location line of the City layout on Homestead Avenue, so-called, for about 32 feet; and northeasterly by the southwesterly location line of the City layout on Cherry Street, so-called, for about 32 feet, containing about 235 square feet.

Parcel No. 23. A parcel of land supposed to belong to THOMAS R. HUMESTON located on the northwesterly side of Homestead Avenue, so-called, between Stations 168+16+ and 180+40+, bounded as follows: northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 1122 feet; northerly by the southerly boundary of land of Job Hicks, as defined by a stone wall, for about 15 feet; southeasterly by the northwesterly location line of the City layout, for about 1206 feet; and northwesterly by the southeasterly boundary of land of Dydak F. Piekos for about 77 feet; containing about 10,830 square feet.

Parcel No. 24. A parcel of land supposed to belong to THOMAS R. HUMESTON located on the easterly side of Homestead Avenue, so-called, between Stations 168+30+ and 172+45+, bounded as follows: easterly by the easterly location line of the 1931 State Highway Layout for about 425 feet; southwesterly by the northeasterly side of Fairmont Street, so-called, for about 8 feet; and westerly by the easterly location line of the City layout for about 419 feet; containing about 2525 square feet.

Parcel No. 25. A parcel of land supposed to belong to THOMAS R. HUMESTON located on the southeasterly side of Homestead Avenue, so-called, between Stations 172+94+ and 181+93+, bounded as follows: southeasterly by the southeasterly location line of the 1931 State Highway Layout for about 900 feet; northwesterly by the southeasterly location line of the City layout for about 901 feet; and northeasterly by the southwesterly side of Fairmont Street, so-called, for about 8.5 feet; containing about 6075 square feet.

Parcel No. 26. A parcel of land supposed to belong to DYDAK F. PIEKOS located on the northwesterly side of Homestead Avenue, so-called, between Stations 179+65₊ and 182+50₊, bounded as follows: northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 292 feet, southeasterly by the northwesterly boundary of land of Thomas R. Humeston, for about 77 feet; again southeasterly by the northwesterly location line of the City layout for about 200 feet; and southerly by the northerly boundary of land of Frank Wlazlo for about 21 feet; containing about 3620 square feet.

Parcel No. 27. A parcel of land supposed to belong to FRANK WLZALO located on the northwesterly side of Homestead Avenue, so-called, between Stations 182+37₊ and 188+94₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 State Highway Layout for about 646 feet; northerly by the southerly boundary of land of Dydak F. Piekos for about 21 feet; southeasterly by the northwesterly location line of the City layout for about 659 feet; and southwesterly by the northeasterly boundary of land of Patrick J. Sheehan for about 16 feet; containing about 10,660 square feet.

Parcel No. 28. A parcel of land supposed to belong to PATRICK J. SHEEHAN located on the northwesterly side of Homestead Avenue, so-called, between stations 188+93₊ and 191+53₊ bounded as follows: Northwesterly by the northwesterly location line of the 1931 State highway layout for about 259 feet; northeasterly by the southwesterly boundary of land of Frank Wlazlo for about 16 feet; southeasterly by the northwesterly location line of the City layout for about 245 feet; and southwesterly by the northeasterly boundary of land of Thomas R. Humeston for about 25 feet; containing about 5260 square feet.

Parcel No. 29. A parcel of land supposed to belong to THOMAS R. HUMESTON located on the northwesterly side of Homestead Avenue, so-called, between stations 191+40₊ and 201+79₊ bounded as follows: Northwesterly by the northwesterly location line of the 1931 State Highway layout for about 1033 feet; northeasterly by the southwesterly boundary of land of Patrick J. Sheehan for about 25 feet; southeasterly by the northwesterly location line of the City layout for about 1041 feet; and southwesterly by the northeasterly boundary of other land of Patrick J. Sheehan for about 6 feet; containing about 16,175 square feet.

Parcel No. 30. A parcel of land supposed to belong to PATRICK J. SHEEHAN located on the southeasterly side of Homestead Avenue, so-called, between stations 199+31₊ and 209+55₊ bounded as follows: Southeasterly by the southeasterly location line of the 1931 State highway layout for about 1018 feet; southerly by the northerly boundary of land of Frank Moss for about 18 feet; and northwesterly by the southeasterly location line of the City layout for about 1025 feet; containing about 13,145 square feet.

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Parcel No. 31. A parcel of land supposed to belong to PATRICK J. SHEEHAN located on the northwesterly side of Homestead Avenue, so-called, between stations 201+78₊ and 203+30₊, bounded as follows: Northwesternly by the northwesterly location line of the 1931 State highway layout for about 150 feet; northeasterly by the southwesterly boundary of land of Thomas R. Humeston for about 6 feet; and southeasterly by the northwesterly location line of the City layout for about 152 feet; containing about 455 square feet.

Parcel No. 32. A parcel of land supposed to belong to FRANK MOSS located on the southeasterly side of Homestead Avenue, so-called, between stations 209+45₊ and 212+53₊, bounded as follows: Southeasterly by the southeasterly location line of the 1931 State highway layout for about 303 feet; northwesterly by the southeasterly location line of the City layout for about 293 feet; and northerly by the southerly boundary of land of Patrick J. Sheehan for about 18 feet; containing about 3765 square feet.

Parcel No. 33. A parcel of land supposed to belong to the CITY OF HOLYOKE located on the northwesterly side of Homestead Avenue, so-called, between stations 211+28.27 and 218+89.63, bounded as follows: Northwesternly by the northwesterly location line of the 1931 State highway layout for about 860 feet; and southeasterly by the northwesterly location line of the City layout for about 862 feet; containing about 11,795 square feet.

Parcel No. 34. A parcel of land supposed to belong to FRANK MOSS located on the northeasterly corner of Homestead Avenue, so-called, and Westfield Avenue, so-called, between stations 217+45₊ and 218+42₊, bounded as follows: Northeasterly by the northeasterly location line of the 1931 State highway layout for 109.64 feet; southerly by the northerly side of Westfield Avenue, so-called, as defined by a fence for about 97 feet; and northwesterly by the southeasterly location line of the City layout of Homestead Avenue, so-called, for about 97 feet; containing about 2125 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts, Plan of Road in the City of Holyoke, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of layout out said highway, have estimated the same as follows, to wit:

TO:-

Helen Dietz-Muenter.	\$1.00
Mary T. Haley.	1.00
M. J. Haley.	1.00
M. J. Haley.	1.00
Estate of Michael C. Haley	1.00
City of Holyoke.	1.00
City of Holyoke.	1.00
Ursule Dube.	1.00
Otto K. Fromhold	1.00
Bernadette Beaulac	1.00
Selina Bray.	1.00
Heirs or Devisees of Cornelius Healey.	1.00
Selina Bray.	1.00
Heirs or Devisees of Cornelius Healey.	1.00
Heirs or Devisees of Cornelius Healey.	1.00
Heirs or Devisees of Cornelius Healey.	1.00
William J. and Bridget Murry	1.00
Henry J. and Catherine Allaire	1.00
Job Hicks	1.00
Grace L. Davis	1.00
Thomas R. Humeston	1.00
Thomas R. Humeston	1.00
Thomas R. Humeston	1.00
Dydak F. Piekos.	1.00
Frank Wlazlo	1.00
Patrick J. Sheehan	1.00
Thomas R. Humeston	1.00
Patrick J. Sheehan	1.00
Patrick J. Sheehan	1.00
Frank Moss	1.00
City of Holyoke	1.00
Frank Moss	1.00
Job Hicks	1.00
Nora E. Larrow	1.00

The work is to consist of grading, surfacing with bituminous macadam 24 feet inwidth and otherwise improving about 11,100 feet of the roads in Holyoke being known as Homestead Avenue, Cherry Street and Jarvis Avenue, the work to begin at Westfield Road, station 219+, and extend in a northwesterly direction on Homestead Avenue, Cherry Street and Jarvis Avenue to station 108; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

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These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Holyoke a sum not to exceed THIRTY-FIVE THOUSAND DOLLARS (\$35,000.) towards the repairing of these highways.

All land, grade, drainage and other legal damages shall be paid by the City of Holyoke.

Charles W. Bray) County
Thos. J. Costello) Commissioners
Hormisdas Boucher) of the County
Associate Commissioner.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 18, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said roads may be known as public highways forever.

Attest:

Charles M. Calhoun, Clerk.

East Longmeadow,
Selectmen of the Town
of, Petrs. for relo-
cation, alterations
and specific repairs
on Westwood Ave. be-
ginning at North Main
St., westerly, for a
distance of 3,000 ft.
more or less, and for
aid.

TOWN OF EAST LONGMEADOW

East Longmeadow, Mass. March 11th, 1931.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY represent the undersigned, Selectmen of the Town of East Longmeadow, in said County, that common convenience and necessity require that the highway leading from North Main Street of this Town westerly known as Westwood Ave., be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at North Main Street and extend Westerly for a distance of 3,000 ft., more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that the said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this eleventh day of March, 1931.

Ivan S. Glynn }
Hermon W. King } Selectmen
J. Raymond Ford } of the Town of
East Longmeadow

The foregoing petition was entered on the 5th day of May 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1931

On the petition of the Selectmen of the Town of East Longmeadow for relocation, alterations and specific repairs on Westwood Avenue beginning at North Main Street westerly for a distance of 3,000 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Westwood Avenue in East Longmeadow; this road be specifically repaired commencing at the junction of Westwood Avenue and North Main Street, extending westerly on Westwood Avenue for a distance of 2100 feet, to be resurfaced with four inches of gravel and tar using the method known as mixed in place; beginning again at the end of this construction for a distance of 600 feet, putting in a stone base 13 inches thick in the center, 9 inches on sides, 18 feet wide, to be covered with 4 inches of gravel and tar, using the same method. The first 2100 feet had a stone base which was laid several years ago. When this road is completed, it will be 2 stone base 13 inches thick in the center, 9 inches on the sides, 4 inches mixed in place tar and gravel, 18 feet wide and 2700 feet long.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of East Longmeadow a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of East Longmeadow.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

To the County Commissioners,
of the County of Hampden;

RESPECTFULLY REPRESENT the undersigned, Highway Commission, of the Town of Monson, in said County, that common convenience and necessity require that the highway leading from Palmer to Monson and known as State Avenue, be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the southerly end of work done in 1930 and continue southerly a distance of 1100 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be

Monson, Highway Commissioners of the Town of, Petrs. for relocation, alterations and specific repairs on State Ave. beginning at southerly end of work done in 1930, continuing southerly for a distance of 1100 ft. more or less, and for aid.

made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5th. day of May 1931.

C. M. Foley
C. L. Ricketts
M. A. Crowley

Highway Commissioners
Town of Monson.

The foregoing petition was entered on the 8th day of May 1931, and due proceedings having been had thereon, on the 2nd day of December 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1931

On the petition of the Highway Commissioners of the Town of Monson, for relocation, alterations and specific repairs on State Avenue beginning at southerly end of work done in 1930, continuing southerly for a distance of 1100 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the first day of July, A. D. 1931, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Beginning at a point about 2000 feet distant southerly of the Palmer-Monson line, extending thence in a southerly direction for about 1/3 of a mile to a point about 450 feet distant southwesterly of the road leading to Fays Bridge, being more fully described as follows:

The base line begins at a point in the present roadway about 2000 feet distant southerly of the aforesaid Palmer-Monson line, being shown on plan as station 25+00 and extends thence south 6° 44' 05" east for a distance of 72.46 feet; thence south 3° 35' 55" east for a distance of 782.72 feet; thence south 1° 01' 00" west for a distance of 407.07 feet; thence south 23° 49' 15" west for a distance of 437.75 feet to a point at the end of the layout, in the present roadway about 450 feet distant southwesterly of the aforesaid road to Fays Bridge, said point being shown on plan as station 42+00.

The easterly location line begins at a point bearing north 84° 18' 22" east and 38.00 feet distant from the point of beginning of the above-described base line shown on plan as station 25+00, and extends thence southerly by a curve to the right of 2230.00 feet radius for a distance of 81.55 feet to a point bearing north 86° 24' 05" east and 35.50 feet distant from station 25+80.25; thence parallel to the above-described base line and 35.50 feet distant therefrom to a point bearing

north $86^{\circ} 24' 05''$ east and 35.50 feet distant from station 33+01.59; thence by a curve to the right of 1630.00 feet radius for a distance of 136.73 feet to a point bearing south $88^{\circ} 47' 32''$ east and 36.35 feet distant from station 34+35.37; thence south $1^{\circ} 12' 28''$ west for a distance of 168.81 feet to a point bearing south $88^{\circ} 47' 32''$ east and 35.79 feet distant from station 36+04.19; thence by a curve to the right of 830.00 feet radius for a distance of 340.03 feet to a point bearing south $65^{\circ} 19' 11''$ east and 35.49 feet distant from station 39+33.84; thence south $24^{\circ} 40' 49''$ west for a distance of 266.13 feet to a point at the end of the layout, bearing south $65^{\circ} 19' 11''$ east and 31.50 feet distant from the point of ending of the above-described base line shown on plan as station 42+00.

The westerly location line begins at a point bearing south $84^{\circ} 18' 22''$ west and 22.00 feet distant from the point of beginning of the above-described base line shown on plan as station 25+00 and extends thence southerly by a curve to the right of 2170.00 feet for a distance of 79.36 feet to a point bearing south $86^{\circ} 24' 05''$ west and 24.50 feet distant from station 25+80.25; thence parallel to the above-described base line and 24.50 feet distant therefrom to a point bearing south $86^{\circ} 24' 05''$ west and 24.50 feet distant from station 33+01.59; thence by a curve to the right of 1570.00 feet radius for a distance of 131.70 feet to a point bearing north $88^{\circ} 47' 32''$ west and 23.65 feet distant from station 34+35.37; thence south $1^{\circ} 12' 28''$ west for a distance of 168.81 feet to a point bearing north $88^{\circ} 47' 32''$ west and 24.21 feet distant from station 36+04.19; thence by a curve to the right of 770.00 feet radius for a distance of 315.45 feet to a point bearing north $65^{\circ} 19' 11''$ west and 24.51 feet distant from station 39+33.84; thence south $24^{\circ} 40' 49''$ west for a distance of 266.13 feet to a point at the end of the layout bearing north $65^{\circ} 19' 11''$ west and 28.50 feet distant from the point of ending of the above-described base line shown on plan as station 42+00.

AND the following described parcels of land are taken in fee simple for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Monson in said County:-

Parcel No. 1. A parcel of land owned by the COMMONWEALTH OF MASSACHUSETTS (DEPARTMENT OF MENTAL DISEASES) located on the easterly side of State Avenue between station 25+00 and station 37+43 $\frac{1}{2}$, bounded as follows: Easterly by the easterly location line of the 1931 County Layout about 1247 feet; westerly by the front property line about 1244 feet; and northerly by the northerly side of the taking about 7 feet; containing about 11,415 square feet.

Parcel No. 2. A parcel of land owned by the COMMONWEALTH OF MASSACHUSETTS (DEPARTMENT OF MENTAL DISEASES) located on the westerly side of State Avenue between station 25+00 and station 42+00; bounded as follows: Westerly and northwesterly by the westerly location line of the 1931 County Layout about 1679 feet; northerly by the northerly end

of the taking about 11 feet; and easterly and southeasterly by the front property line about 1686 feet; containing about 13,100 square feet.

Parcel No. 3. A parcel of land owned by the COMMONWEALTH OF MASSACHUSETTS (DEPARTMENT OF MENTAL DISEASES) located on the southeasterly side of STATE AVENUE, between station 38+91+ and station 42+00; bounded as follows: Southeasterly by the southeasterly location line of the 1931 County layout about 308 feet; southwesterly by the southwesterly end of the taking about 21 feet; northwesterly by the front property line, as evidenced by a fence, about 308 feet; and northeasterly by the northeasterly end of the taking about 17 feet; containing about 5,500 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts Plan of Road in the town of Monson, Hampden County, Laid out by the County Commissioners. Scale: 40 feet to the inch.

And the owners of the land over which said highway is thus laid out are allowed until the first day of April, 1932, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Commonwealth of Massachusetts.	\$1.00
(Department of Mental Diseases)	
Commonwealth of Massachusetts.	1.00
(Department of Mental Diseases)	
Commonwealth of Massachusetts.	1.00
(Department of Mental Diseases)	

The work is to consist of grading, surfacing with bituminous macadam and otherwise improve about 1,500 feet of the road in Monson leading from Palmer, and being known as State Avenue, the work to begin at the end of the section of said road improved in 1930, station 27, and extend in a southerly direction to station 42; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Monson a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Monson.

Edward J. Stapleton)	
Charles W. Bray)	County
Thos. J. Costello)	Commissioners
	of the County
	of Hampden.

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COUNTY COMMISSIONERS' MEETING

October meeting 1931

Hampden, ss:

December 2, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

To the County Commissioners,
of the County of Hampden;

RESPECTFULLY REPRESENT the undersigned, Highway Commission of the Town of Monson, in said County, that common convenience and necessity require that the highway leading from the junction of the Dickson and Maxwell roads southerly to the Wilbraham road and known as Silver Street, be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at the brook south of the residence of Mr. Ernest Bugbee and extend southerly a distance of three quarters of a mile more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing may make such relocation and alterations and may make such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 5th. day of May 1931.

C. M. Foley

C. L. Ricketts

M. A. Crowley

Highway Commission

Town of Monson.

The foregoing petition was entered on the 8th day of May 1931, and due proceedings having been had thereon, on the 9th day of December 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss:

County Commissioners' Meeting December 9, 1931

On the petition of the Highway Commission of the Town of Monson for relocation, alterations and specific repairs on Silver Street beginning at the brook south of the residence of Mr. Ernest Bugbee, extending southerly a distance of 3/4 of a mile more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the first day of July, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Silver Street in Monson; this road be specifically repaired between the Twelve Mile Brook, so-called, and the junction of the Reimers Road on Silver Street, a distance of about

Monson, Highway Commission of the Town of Petrs. for relocation, alterations and specific repairs on Silver St. beginning at the brook south of the residence of Mr. Ernest Bugbee, extending southerly a distance of 3/4 of a mile more or less and for aid.

600 feet, the road is to be widened and raised and boulders at the junction removed so that an unobstructed view can be had of traffic approaching from other directions and a top coating of 6 inches of gravel.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Monson a sum not to exceed ONE THOUSAND TWO HUNDRED DOLLARS (\$1,200.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Monson.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Wales, Selectmen of, Petrs. for relocation, alterations and specific repairs on Monson Rd beginning at station 22 extending easterly to station 40 a distance of 1800 ft. more or less and for aid.

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Plan in Book 9,
Page 102.

TO THE COUNTY COMMOSSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Station 22 and extend easterly to Station 40 a distance of 1800 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this Fifth day of May 1931

Randolph D. Shaw }
Maurice C. Hynes } Selectmen
Richard L. Royce } of
Wales

The foregoing petition was entered on the 9th day of May 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1931

On the petition of the Selectmen of the Town of Wales for relocation, alterations and specific repairs on Monson Road beginning at station 22, extending easterly to station 40, a distance of 1800 feet more or less and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the seventeenth day of July, A. D. 1931, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

Beginning at the easterly end of the 1930 County layout, about 0.74 of a mile easterly of the Monson line, extending thence easterly for 1000 feet; being more fully described as follows:

The base line begins at a point shown on plan as station 34, said point marking the easterly end of the base line of the aforesaid 1930 County layout; and extends thence north $63^{\circ} 47' 10''$ east for a distance of 327.61 feet; thence north $77^{\circ} 11' 20''$ east for a distance of 551.35 feet; thence north $75^{\circ} 22' 30''$ east for a distance of 121.04 feet to a point at the end of the layout, shown on plan as station 44.

The northerly location line begins at a point marking the easterly end of the northerly location line of the aforesaid 1930 County layout, said point bearing north $26^{\circ} 12' 50''$ west and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 34, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing north $26^{\circ} 12' 50''$ west and 30.00 feet distant from station 35+93.79; thence by a curve to the right of 1030.00 feet radius for a distance of 261.54 feet to a point bearing north $11^{\circ} 39' 55''$ west and 26.02 feet distant from station 38+49.30; thence north $78^{\circ} 20' 05''$ east for a distance of 267.20 feet to a point bearing north $11^{\circ} 39' 55''$ west and 20.67 feet distant from station 41+16.55; thence by a curve to the left of 1490.00 feet radius for a distance of 143.97 feet to a point bearing north $49^{\circ} 03' 14''$ west and 30.68 feet distant from station 42+78.96; thence north $72^{\circ} 47' 54''$ east for a distance of 137.11 feet to a point at the end of the layout, bearing north $17^{\circ} 12' 06''$ west and 31.50 feet distant from the point of ending of the above-described base line shown on plan as station 44.

The southerly location line begins at a point marking the easterly end of the southerly location line of the aforesaid 1930 County layout, said point bearing south $26^{\circ} 12' 50''$ east and being 30.00 feet distant from the point of beginning of the above-described base line shown on plan as station 34, and extends thence parallel to said base line and 30.00 feet distant therefrom to a point bearing south $26^{\circ} 12' 50''$ east and 30.00 feet distant from station 35+93.79; thence by a curve to the right of 970.00 feet radius for a distance of 246.30 feet to a point bearing south $11^{\circ} 39' 55''$ east and 33.98 feet distant from station 38+49.30; thence north $78^{\circ} 20' 05''$ east for a distance of 267.20 feet to a point bearing south $11^{\circ} 39' 55''$ east and 39.33 feet distant from station 41+16.55; thence by a curve to the left of 1550.00 feet radius for a distance of 149.77 to a point bearing south $8^{\circ} 17' 49''$ west and 37.61 feet distant from station 42+78.96; thence north $72^{\circ} 47' 54''$ east for a distance of 137.11 feet to a point at the end of the layout, bearing south $17^{\circ} 12' 06''$ east and 28.50 feet distant from the point of ending of the above-described base line shown on plan as station 44.

AND the following described parcels of land are taken in fee for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the Town of Wales in said County:-

Parcel No. 1. A parcel of land supposed to be owned by WILLIAM H. and VIOLA A. BOWDEN, located on the southerly side of Monson Road, so-called, between Stations 34+00.00 and 35+38 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1931 County Layout for about 138 feet; Westerly by the westerly side of the taking for about 17 feet; Northerly by the front line of property, as evidenced by a stone wall, for about 136 feet; and easterly by the westerly boundary of land of Albertie Dunham for about 15 feet; containing about 2170 square feet.

Parcel No. 2. A parcel of land supposed to be owned by Albertie Dunham, located on the southerly side of Monson Road, so-called, between Stations 35+36 $\frac{1}{2}$ and 44+00 $\frac{1}{2}$, bounded as follows: Southerly by the southerly location line of the 1931 County Layout for about 855 feet; Westerly by the easterly boundary of land of William H. and Viola A. Bowden for about 15 feet; Northerly by the front line of property, as evidenced in part by a barbed wire fence and a stone wall and in part as assumed for a total distance of about 860 feet; and easterly by the easterly end of the taking for about 13 feet; containing about 12,570 square feet.

Parcel No. 3. A parcel of land supposed to be owned by Albertie Dunham, located on the Northerly side of Monson Road, so-called, between Station 38+41 $\frac{1}{2}$ and 44+00 $\frac{1}{2}$, bounded as follows: Northerly by the northerly location of the 1931 County Layout for about 556 feet; Easterly by the easterly end of the taking for about 6 feet; and southerly by the front line of property, in part as evidenced by a stone wall and in part as assumed for about 561 feet; containing about 4730 square feet.

The layout and the land takings above described are indicated on plan prepared by The Commonwealth of Massachusetts, Plan of Road in the Town of Wales, Hampden County, Laid Out By The County Commissioners. Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of December next, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

William H. and Viola A. Bowden.	\$1.00
Albertie Dunham	1.00
Albertie Dunham	1.00

The work is to consist of grading, surfacing with gravel and otherwise improve about 1000 feet of the road in Wales, leading to Monson, and being known as the Monson Road, the work to begin at the end of the section of said road improved in 1930, station 34+00, and extend in an easterly direction to station 44+00; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Wales a sum not to exceed ONE THOUSAND FIVE HUNDRED DOLLARS (\$1,500.) towards the repairing of this highway.

All land, grade, drainage and other legal damages shall be paid by the Town of Wales.

Edward J. Stapleton)
Charles W. Bray)County
)Commissioners
Thos. J. Costello)of the County
)of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

November 10, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Montgomery, in said County, that common convenience and necessity require that the highway leading from Westfield to Huntington and known as Main Road of Montgomery be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Westfield and Montgomery boundary line and extend northerly toward Montgomery Center a distance of 1500 feet more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this first day of May 1931.

Walter D. Allyn)
Myron E. Kelso)Selectmen
)of
Andrew J. Hall)Montgomery

Montgomery, Selectmen of, Petrs. for relocation, alterations and specific repairs on Main Rd. beginning at Westfield and Montgomery boundary line, northerly toward Montgomery Center, a distance of 1500 ft. more or less and for aid.

The foregoing petition was entered on the 11th day of May 1931, and due proceedings having been had thereon, on the 14th day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 14, 1931

On the petition of the Selectmen of the Town of Montgomery for relocation, alterations and specific repairs on Main Road beginning at Westfield and Montgomery boundary line, northerly toward Montgomery Center, a distance of 1500 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Montgomery leading from Huntington to Westfield and being known as the Main Road, to grade, surface with gravel and otherwise improve about 1,900 feet, the work to begin at the Westfield line, station 0, and extend in a northwesterly direction to station 12; beginning again at station 230, at the end of the section of said road improved in 1930, and extending in a north-westerly direction to station 237; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Montgomery a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the reparing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Montgomery.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Blandford, Selectmen of,
Petr. for relocation,
alterations and speci-
fic repairs on Falls
Rd. beginning at term-
ination of work of 1930
for a distance of 400
ft. more or less, and
for aid.

Blandford, Mass. May 11, 1931

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Granville known as the Falls road be relocated, and that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at termination of work of 1930 and extend for a distance of four hundred feet more or less.

Wherefore your petitioners pray that your Honorable board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

S. A. Anderson)
F. B. Hart) Selectmen
of Blandford.

The foregoing petition was entered on the 12th day of May, 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Falls Road beginning at termination of work of 1930 for a distance of 400 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Falls Road in Blandford; this road be specifically repaired beginning at termination of work of 1930 and extend for a distance of 400 feet more or less, the work on this road to consist of gravel 12 inches deep at center of road bed, tapering to 8 inches at junction of road bed and ditch.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Chester a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Blandford, Mass. May 11, 1931

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of the Town of Blandford, in said County, that common convenience and necessity require that the highway leading from Blandford to Huntington and known as the Huntington road be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, re-surfacing or hardening and otherwise repaired as may be necessary, the work to begin at a point one thousand feet from North St. and extend for a distance of eight hundred feet more or less.

Wherefore your petitioners pray that your Honorable board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

S. A. Anderson)
F. D. Hart) Selectmen of
Blandford.

Blandford, Selectmen of, Petrs. for relocation, alterations and specific repairs on Huntington Road beginning at a point 1,000 ft from North St. and extending for a distance of 800 ft. more or less, and for aid.

The foregoing petition was entered on the 12th day of May 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of the Town of Blandford for relocation, alterations and specific repairs on Huntington Road beginning at a point 1,000 feet from North Street and extending for a distance of 800 feet more or less and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-fifth day of June, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Huntington Road in Blandford; this road be specifically repaired beginning at a point 1,000 feet from North Street and extending easterly for a distance of 650 feet more or less, present road bed to be scraped, 3 foot shoulders to be made, road widened 7 feet, ditches 2 feet wide 8 in. below center of road, gravel fill 12 in. deep at center of road, 8 inches at shoulders.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Blandford a sum not to exceed FOUR HUNDRED DOLLARS (\$400.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Granville, Selectmen of
Petr. for relocation,
alterations and speci-
fic repairs on Barnard
Rd. beginning at end
of last year's work,
extending north and
south to the Barnard
House, a distance of
500 ft. more or less,
and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Granville, in said County, that common convenience and necessity require that the highway leading from South Lane to Main Rd. and known as Barnard Rd. be relocated, that alterations be made in its course and width, and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at end of last year's work and extend north & south to the Barnard House a distance of 500 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such re-location and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the Town.

Dated this 11 day of May 1931.

D. F. Kenney }
E. A. Jensen } Selectmen
Porter T. Frisbie } of
Granville

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The foregoing petition was entered on the 13th day of May 1931, and due proceedings having been had thereon, on the 10th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 10, 1931

On the petition of the Selectmen of the Town of Granville for relocation, alterations and specific repairs on Barnard Road beginning at end of last year's work, extending north and south to the Barnard House, a distance of 500 ft. more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the second day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view, no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Barnard Road in Granville; this road be specifically repaired commencing at Jennie & Mary Barnard's property opposite the south west corner of horse barn, extending south eight hundred (800) feet, the crown of the road to be scraped down to an even grade, gutters to be filled with stone, twelve (12) inches of gravel to the width of eighteen (18) feet.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the Town of Granville a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Granville.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Willimansett to South Hadley Falls and known as Prospect & Montcalm streets be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Chicopee street and extend northerly to Hampshire County line, a distance of two miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State.

128
October meeting 1931

Chicopee, Mayor & Board of Aldermen of the City of, Petrs. for relocation, alterations & specific repairs on Prospect & Montcalm Sts. beginning at Chicopee St. northerly to Hampshire County line, a distance of two miles, more or less, and for aid.

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Plans in Book 9,
Pages 108-110 Incl.

PLANS 8-9-10-11-12

Dated this fourth day of May 1931.

Henry Cloutier, Mayor.

David Hopkins
Walter M. Grocki
Lawrence Beauchamp
Albert E. Henrye
Joseph Ziemba
Donat Gauthier

Aldermen

Joseph Preston
Joseph Lafleur
Patrick J. Hassett
Hermas Gosselin
Harold A. Smith

Aldermen

Michael J. Corcoran
John R. Demski
Roy Lapolice
James R. O'Neil

Aldermen

The foregoing petition was entered on the 14th day of May 1931, and due proceedings having been had thereon, the following Relocation Report was filed on December 2, 1931; Amended Decree was filed on April 20, 1932; and Agreement was filed on August 25, 1932, to wit:

RELOCATION REPORT

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1931

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Prospect and Montcalm Streets beginning at Chicopee northerly to Hampshire County Line, a distance of two miles, more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July A. D. 1931, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout consists of a cutoff or new location for Prospect Street, so called, extending from a point opposite the property of Sarah A. Buckley to a point about 200 feet easterly of the bridge over the Boston and Maine Railroad, being more fully described as follows:

The base line begins at a point in the present roadway on Prospect Street shown on plan as station 80+80.26 and extends thence South 49° 04' 20" west for a distance of 86.49 feet; thence south 61° 14' 20" west for a distance of 1106.24 feet; thence by a curve to the left of 1600.00 feet radius for a distance of 645.00 feet to a point shown on plan as station 99+17.99; said point being identical with station 74+06.16 for the line ahead; thence south 38° 08' 30" west for a distance of 762.24 feet to a point at the end of the layout shown on plan as station 81+68.40.

The southeasterly location line begins at a point on the approximate northwesterly location line of the present county layout on Prospect Street, said point bearing south 45° 14' 40" east and being 60.06 feet distant from station 82+58.63; thence leaving said location line and extending northeasterly, northwesterly to southwesterly by a curve of 15.00 feet radius for a distance of 38.49 feet to a point bearing south 45° 14' 40" east and 31.29 feet distant from said

station 82+58.63; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing south 28° 37' 37" east and 32.65 feet distant from station 80+34.29; thence by a curve to the left of 25.00 feet radius for a distance of 58.27 feet to a point at the end of the layout on the northerly side of Prospect Street, bearing south 28° 37' 37" east and 78.59 feet distant from said station 80+34.29.

The northwesterly location line begins at a point on the approximate northwesterly location line of the aforesaid county layout; said point bearing north 40° 55' 40" west and being 24.74 feet distant from the point of beginning of the above-described base line shown on plan as station 80+80.26 and extends thence leaving said location line and extending south 57° 25' 09" west for a distance of 186.33 feet to a point bearing north 54° 51' 24" west and 33.40 feet distant from station 82+58.63; thence parallel to the above-described base line and 30.00 feet distant therefrom to a point bearing north 51° 51' 30" west and 30.00 feet distant from station 81+11.46; thence by a curve to the right of 120.00 feet radius for a distance of 96.62 feet to a point at the end of the layout on the northerly side of Prospect Street bearing north 75° 43' 28" west and 73.09 feet distant from the point of ending of the above-described base line shown on plan as station 81+68.40.

AND the following described parcels of land are taken in fee simple for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by SARAH A. BUCKLEY comprising a portion of the location of the 1931 County Layout, between stations 80+80.26 and 81+47 $\frac{1}{2}$, bounded as follows: Northwesternly by the northwesterly location line of the 1931 County Layout for about 68 feet; southeasterly by the northwesterly location line of the present County Layout on Prospect Street for about 60 feet; and southwesterly by the northeasterly boundary of land of the Holyoke Water Power Company for about 33 feet; containing about 980 square feet.

Parcel No. 2. A parcel of land supposed to be owned by the HOLYOKE WATER POWER COMPANY, comprising the entire width of location of the 1931 County Layout, between stations 81+36 $\frac{1}{2}$ and 89+96 $\frac{1}{2}$, bounded as follows: Northwesternly by the northwesterly location line of the 1931 County Layout for about 841 feet; northeasterly by the southwesterly boundary of land of Sarah A. Buckley for about 33 feet; southeasterly by the northwesterly location line of the present County Layout on Prospect Street for about 124 feet; southwesterly and southeasterly by the southeasterly location line of said 1931 County Layout for about 769 feet; and southwesterly by the northeasterly boundary of land of Elizabeth Saul for about 62 feet; containing about 50,680 square feet.

Parcel No. 3. A parcel of land supposed to be owned by ELIZABETH SAUL, comprising the entire width of location of the 1931 County Layout between stations 89+82₊ and 91+38₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 142 feet; northeasterly by the southwesterly boundary of land of the Holyoke Water Power Company for about 62 feet; southeasterly by the southeasterly location line of said County Layout for about 139 feet; and southwesterly by the northeasterly boundary of land of Ellen J. Atkins for about 62 feet; containing about 8400 square feet.

Parcel No. 4. A parcel of land supposed to be owned by ELLEN J. ATKINS comprising the entire width of location of the 1931 County Layout between stations 91+20₊ and 92+80₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 142 feet; northeasterly by the southwesterly boundary of land of Elizabeth Saul for about 62 feet; southeasterly by the southeasterly location line of said County Layout for about 142 feet; and southwesterly by the northeasterly boundary of land of A. H. Hovey for about 62 feet; containing about 8500 square feet.

Parcel No. 5. A parcel of land supposed to be owned by A. H. HOVEY comprising the entire width of location of the 1931 County Layout between stations 92+63₊ and 76+96₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 921 feet; northeasterly by the southwesterly boundary of land of Ellen J. Atkins for about 62 feet; southeasterly by the southeasterly location line of said County Layout for about 933 feet; and southwesterly by the northeasterly boundary of land of Joseph and Elizabeth Tondrik for about 63 Feet; containing about 55,600 square feet.

Parcel No. 6. A parcel of land supposed to be owned by JOSEPH AND ELIZABETH TONDRIK comprising the entire width of location of the 1931 County Layout between stations 76+76₊ and 77+68₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 70 feet; northeasterly by the southwesterly boundary of land of A. H. Hovey for about 63 feet; southeasterly by the southeasterly location line of said County Layout for about 72 feet; and southwesterly by the northeasterly boundary of land of Adelarde and Mary L. Paventeau for about 63 feet; containing about 4260 square feet.

Parcel No. 7. A parcel of land supposed to be owned by ADELARDE AND MARY L. PAVENTEAU comprising the entire width of location of the 1931 County Layout between stations 77+46₊ and 78+46₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 78 feet; northeasterly by the southwesterly boundary of land of Joseph and Elizabeth Tondrik for about 63 feet; southeasterly by the southeasterly location line of said County Layout for about 78 feet; and southwesterly by the northeasterly boundary of land of Jerome Turgeon for about 63 feet; containing about 4680 square feet.

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Parcel No. 8. A parcel of land supposed to be owned by JEROME TURGEON comprising the entire width of location of the 1931 County Layout between stations 78+24₊ and 79+20₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 73 feet; northeasterly by the southwesterly boundary of land of Adelarde and Mary L. Paventeau for about 63 feet; southeasterly by the southeasterly location line of said County Layout for about 74 feet; and southwesterly by the northeasterly boundary of land of George F. and Antoinette Morin for about 64 feet; containing about 4380 square feet.

Parcel No. 9. A parcel of land supposed to be owned by GEORGE F. and ANTOINETTE MORIN, comprising the entire width of location of the 1931 County Layout between stations 78+97₊ and 80+48₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 141 feet; northeasterly by the southwesterly boundary of land of Jerome Turgion for about 64 feet; southeasterly by the southeasterly location line of said County Layout for about 128 feet; and southwesterly by the northeasterly boundary of land of Joseph Batorski for about 60 feet; containing about 8100 square feet.

Parcel No. 10. A parcel of land supposed to be owned by JOSEPH BATORSKI, comprising the entire width of location of the 1931 County Layout between stations 80+38₊ and 81+35₊, bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 67 feet; northeasterly by the southwesterly boundary of land of George F. and Antoinette Morin for about 60 feet; northeasterly by the northeasterly location line of said 1931 County Layout for 58.27 feet; southerly by the northerly side of Prospect Street for about 102 feet; and westerly by the easterly boundary of land of James W. and Isabella Bannister for about 40 feet; containing about 5440 square feet.

Parcel No. 11. A parcel of land supposed to be owned by JAMES W. and ISABELLA BANNISTER, comprising a portion of the location of the 1931 County Layout between stations 81+06₊ and 81+68.40; bounded as follows: Northwesterly by the northwesterly location line of the 1931 County Layout for about 101 feet; easterly by the westerly boundary of land of Joseph Batorski for about 40 feet; southerly by the northerly side of Prospect Street for about 76 feet; and westerly by the easterly boundary of land of Charles Bannister for about 0.5 feet; containing about 1050 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County, Laid Out By The County Commissioners Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of April, 1932, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the

October meeting 1931

same as follows, to wit:

TO:-

Sarah A. Buckley	\$1.00
Holyoke Water Power Company.	1.00
Elizabeth Saul	1.00
Ellen J. Atkins	1.00
A. H. Hovey	1.00
Joseph and Elizabeth Tondrik	1.00
Adelarde and Mary L. Paventeau	1.00
Jerome Turgeon	1.00
George F. and Antoinette Morin	1.00
Joseph Batorski.	1.00
James W. and Isabella Bannister	1.00

The work is to consist of constructing, grading, surfacing with bituminous macadam and otherwise improving about 8,829 feet of the roads in Chicopee being known as Montcalm Street and Prospect Street, the work to begin at about station 0+00 on Montcalm Street at the South Hadley line and extending thence in a general southwesterly direction to about station 81+47 on Prospect Street near the B & M underpass; said construction, etc., to be made according to contract between the Commonwealth of Massachusetts by the Department of Public Works, for the said Commonwealth and Daniel O'Connell's Sons, Inc., a corporation duly organized under the laws of the Commonwealth of Massachusetts, and having a usual place of business in Holyoke, Massachusetts.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIFTY-SEVEN THOUSAND DOLLARS (\$57,000.) towards the repairing of these highways, less such sum as is paid for repairing Meadow Street, by the County or State.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

Edward J. Stapleton	)County
Thos. J. Costello	)Commissioners
	)of the County
	)of Hampden.
Clarence H. Granger	)Associate Commissioner

COUNTY COMMISSIONERS' MEETING

Hampden, ss:

December 2, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said roads may be known as public highways forever.

Attest:

Charles M. Calhoun, Clerk.

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AMENDED DECREE

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COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting April 20, 1932

In the matter of the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Prospect and Montcalm Streets, it appearing that certain land belonging to Agatha Bush of Chicopee was included in the layout and taking by eminent domain as the property of Elizabeth Saul, now therefore, said decree is modified as follows:

A certain parcel of land taken, belonging to Agatha Bush, is bounded and described as follows, and indicated on plan filed in the Hampden County Registry of Deeds and Clerk of Courts' Office. Court House:

Parcel No. 2 A. From Agatha Bush. A parcel of land comprising the entire width of location of the 1931 County Layout on the Prospect Street cutoff so-called. Said parcel is located between station 89+33+ and station 89+96+ of the base line of said county layout and is bounded as follows: Southeasterly by the southeasterly location line of said county layout about 49 feet; southwesterly by the northeasterly boundary of land of Elizabeth Saul about 62 feet; northwesterly by the northwesterly location line of said county layout about 36 feet; and northeasterly by the southwesterly boundary of land of the Holyoke Water Power Company about 66 feet; containing about 2,560 square feet. Award \$1.00.

Also, a revised description of land taken from the Holyoke Water Power Company and substituted, is as follows:

Parcel No. 2. From the Holyoke Water Power Company. A parcel of land comprising the entire width of location of the 1931 County Layout on the Prospect Street Cutoff so-called. Said parcel is located between station 81+36+ and station 89+60+ of the base line of said layout and is bounded as follows: Southeasterly by the southeasterly location line of said county layout about 720 feet; southwesterly by the northeasterly boundary of land of Agatha Bush about 66 feet; northwesterly by the northwesterly location line of said county layout about 805 feet; northeasterly by the southwesterly boundary of land of Sarah A. Buckley about 33 feet; and easterly by the westerly location line of Prospect Street, as at present located, about 124 feet; containing about 48,100 square feet.

Edward J. Stapleton)County
Thos. J. Costello)Commissioners
Clarence H. Granger)of the County
Associate Commissioner.

AGREEMENT

Between County of Hampden and Holyoke
Water Power Co. concerning land damages
for highway purposes on Prospect Street
in Chicopee.

AGREEMENT made this twenty-fifth day of August, 1932, by and between COUNTY OF HAMPDEN, a corporation existing within the Commonwealth of Massachusetts, and HOLYOKE WATER POWER COMPANY, a corporation organized under the laws of the Commonwealth of Massachusetts, with a place of business in Holyoke, in the County of Hampden and Commonwealth of Massachusetts,

W I T N E S S E T H:

WHEREAS the County of Hampden by its County Commissioners on the second day of December 1931, took by eminent domain for highway purposes, certain land situated in Chicopee in said County of Hampden, bounded and described as follows:

PARCEL NO. 2. A parcel of land supposed to be owned by the HOLYOKE WATER POWER COMPANY, comprising the entire width of location of the 1931 County Layout, between stations 81+36+ and 89+96+, bounded as follows: Northwesternly by the northwesterly location of the 1931 County Layout for about 841 feet; northeasterly by the southwesterly boundary of land of Sarah A. Buckley for about 33 feet; southeasterly by the northwesterly location line of the present County Layout on Prospect Street for about 124 feet; southwesterly and southeasterly by the southeasterly location line of said 1931 County Layout for about 769 feet; and southwesterly by the northeasterly boundary of land of Elizabeth Saul for about 62 feet; containing about 50,680 square feet.

which taking is indicated on a plan filed in the Hampden County Registry of Deeds, Clerk of Courts Office and City Clerk of Chicopee, and

WHEREAS the Holyoke Water Power Company by deed dated November 24th, 1931, conveyed said land to the City of Chicopee, which deed has been duly recorded in Hampden County Registry of Deeds and is hereby referred to, and

WHEREAS said taking was unnecessary because of the fact that said deed had been executed and delivered, and

WHEREAS it is desirable that the land taken be used for highway purposes, and

WHEREAS the Holyoke Water Power Company has across said land lines for the transmission of electricity which had been constructed and used prior to said deed and said taking, and

WHEREAS it is the intention of the parties to this instrument that said taking should not interfere with the rights of the Holyoke Water Power Company, its successors or assigns, to use and maintain said existing lines for the transmission of electricity nor shall said taking interfere with the erection, maintenance and use of additional lines for the transmission of electricity when erected by the Holyoke Water Power Company, its successors or assigns, provided such erection and operation shall not interfere with the reasonable use of said land for highway purposes as aforesaid.

NOW, THEREFORE, the parties stipulate and agree as follows:

The Holyoke Water Power Company agrees that the land described in the taking may be used for highway purposes in accordance with the taking and that it will not interfere with such use.

The County of Hampden agrees that if the highway should be abandoned the ownership of the land shall revert to the Holyoke Water Power Company, its successors and assigns.

The County of Hampden further agrees that the Holyoke Water Power Company, its successors and assigns, shall have the right, privilege and easement to erect, maintain, inspect, operate, repair and patrol existing and future lines for the transmission of electricity, intelligence, and energy, including the necessary wires, guys, shores and fixtures, over, along and across the land herein described.

The Holyoke Water Power Company, in consideration of the foregoing, hereby waives any claim for damages for the taking of said land for highway purposes.

IN WITNESS WHEREOF and to another instrument of like tenor the County of Hampden has caused its seal to be hereto affixed and these presents to be signed in its name and behalf by its County Commissioners, and the Holyoke Water Power Company has caused its corporate seal to be hereto affixed and these presents to be signed in its name and behalf by Robert E. Barrett, its Treasurer, the day and year first above written.

In Presence of:

Frank E. Britton
to all three

(Seal)

COUNTY OF HAMPDEN
By Edward J. Stapleton
Charles W. Bray
Thos. J. Costello
County Commissioners

Frank E. Britton

HOLYOKE WATER POWER COMPANY
By Robert E. Barrett
Its Treasurer.

COMMONWEALTH OF MASSACHUSETTS

Hampden ss. August 25th, 1932.

Then personally appeared the above named Edward J. Stapleton, Charles W. Bray and Thos. J. Costello, County Commissioners and acknowledged the foregoing instrument to be the free act and deed of the County of Hampden, before me,

Frank E. Britton
Notary Public

COMMONWEALTH OF MASSACHUSETTS

Hampden ss. August 25th, 1932.

Then personally appeared the above named Robert E. Barrett, Treasurer, and acknowledged the foregoing instrument to be the free act and deed of Holyoke Water Power Company, before me,

Frank E. Britton
Notary Public

October meeting 1931

Wales, Selectmen of, Petrs. for specific repairs on Monson Rd. beginning at Monson Town Line easterly to covering what was previously tarred, a distance of 1700 ft more or less, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Wales, in said County, that common convenience and necessity require that the highway leading from Wales to Monson and known as Monson Road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Monson Town Line and extend Easterly to covering what was previously tarred a distance of 1700 ft. more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 16th day of May 1931.

Randolph D. Shaw } Selectmen
Richard L. Royce } of
Wales

The foregoing petition was entered on the 20th day of May 1931, and due proceedings having been had thereon, on the 2nd day of December 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1931

On the petition of the Selectmen of the Town of Wales for specific repairs on Monson Road beginning at Monson Town Line easterly to covering what was previously tarred, a distance of 1700 feet more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Wales leading to Monson, and being known as the Monson Road, to repair, treat with bituminous material and otherwise improve about 3,450 feet, the work to begin at the Monson line, station 0, and extend in an easterly direction to station 22; beginning again at station 54+75, and extending in an easterly direction to station 63+25; also a gap about 400 feet in length where directed by the Engineer; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Wales a sum not to exceed TWO HUNDRED FIFTY DOLLARS (\$250.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Wales.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from WILBRAHAM to LUDLOW VILLAGE and known as "EAST STREET" be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin WHERE WORK STOPPED IN YEAR 1930 and extend WESTERLY a distance of 2640 feet more or less.

WHEREOF your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State and Town.

Dated this 22d day of May 1931.

John Supernaw }
Robert H. Munsing } Selectmen
Arthur C. Brodeur } of the Town
of Ludlow

The foregoing petition was entered on the 25th day of May 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on East Street beginning where work stopped in 1930, westerly, a distance of 2640 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the eighth day of July A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Ludlow leading from Three Rivers, and being known as the Three Rivers Road (East Street), to grade, surface with gravel and otherwise improve about 2,800 feet of the road, the work to begin at the end of the section of said road improved in 1930, station 25, and extend in a westerly direction to station 53; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed THREE THOUSAND DOLLARS (\$3,000.) towards the repairing of this highway.

October meeting 1931

Ludlow. Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on East St. beginning where work stopped in 1930, westerly, a distance of 2640 ft more or less, and for aid.

October meeting 1931

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray } County
Thos. J. Costello } Commissioners
 } of the County
 } of Hampden.

Holland, Selectmen of, Petrs. for specific repairs on highway leading from East Brimfield to Siaog Lake beginning at Siaog Lake easterly to Brimfield line, a distance of approx. 3/4 of a mile, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from East Brimfield to Siaog Lake beginning at Siaog Lake and going in an Easterly direction to the Brimfield line a distance of approximately three fourths of a mile, be resurfaced with an application of Tarvia.

WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an equal appropriation from the State and Town.

Dated this 18th day of May 1931.

Albert J. Strewbel }
Walter F. Cummings } Selectmen
John H. Trepania } of
 } Holland

P. S. The Town has raised \$700.00 for work on these three stretches and are asking the State for \$700.00 also the County for \$700.00.

The foregoing petition was entered on the 26th day of May 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of the Town of Holland for specific repairs on highway leading from East Brimfield to Siaog Lake beginning at Siaog Lake easterly to Brimfield line, a distance of approximately 3/4 of a mile, and for aid; for specific repairs on highway leading from Brimfield to Holland beginning particularly from Springfield Girls Club, station 59 to station 104 at Four Corners, Holland Center, a distance of approximately one mile, and for aid; and for specific repairs on highway leading from Brimfield to Holland beginning particularly from the Brimfield line to station 37 at the Ordway Farm a distance of approximately one mile, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 74, No. 75 and No. 77, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July A. D. 1931, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person

interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland leading from Brimfield, and being known as the Brimfield and East Brimfield Roads, to repairs, treat with bituminous material and otherwise improve about 13,464 feet, the work on the Brimfield Road to begin at the Brimfield line, station 0, and extend in a southerly direction to station 37, also between stations 60 and 104; and the work on the East Brimfield Road to begin at the Brimfield line, station 0, and extend in a southerly direction to Siaog Lake; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Brimfield to Holland be resurfaced with an application of Tarvia, particularly from the Springfield Girls Coub. Station 59 to Station 104 at the four corners Holland Center, a distance of approximately one mile.

WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may determine and specify such specific repairs and order them to be made and that said County contribute to the expense of said repairs together with an equal appropriation from the State and Town.

Dated this 18th day of May 1931.

Albert J. Strewbel)
Walter F. Cummings) Selectmen
John H. Trepania) of
Holland

The foregoing petition was entered on the 26th day of May 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petitions of the Selectmen of the Town of Holland for specific repairs on highway leading from East Brimfield to Siaog Lake beginning at Siaog Lake easterly to Brimfield line, a distance of approximately 3/4 of a mile, and for aid; for specific repairs on highway leading from Brimfield to Holland beginning particularly from

Holland, Selectmen of, Petrs. for specific repairs on highway leading from Brimfield to Holland beginning particularly from Spfld. Girls Club, Sta. 59 to sta. 104 at Four Corners Holland Center, a distance of approx. one mile, and for aid.

Springfield Girls Club, station 59 to station 104 at Four Corner, Holland Center, a distance of approximately one mile, and for aid; and for specific repairs on highway leading from Brimfield to Holland beginning particularly from the Brimfield line to station 37 at the Ordway Farm a distance of approximately one mile, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 74, No. 75 and No. 77, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July A. D. 1931, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland leading from Brimfield, and being known as the Brimfield and East Brimfield Roads, to repair, treat with bituminous material and otherwise improve about 13,464 feet, the work on the Brimfield Road to begin at the Brimfield line, station 0, and extend in a southerly direction to station 37, also between stations 60 and 104; and the work on the East Brimfield Road to begin at the Brimfield line, station 0, and extend in a southerly direction to Siao Lake; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Holland, Selectmen of
Petr. for specific
repairs on highway
leading from Brimfield
to Holland beginning
particularly from the
Brimfield line to
Station 37 at the
Ordway Farm, a dis-
tance of approx. one
mile, and for aid.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Holland in said County, that common convenience and necessity require that the highway leading from Brimfield to Holland be resurfaced with an application of Tarvia, particularly from the Brimfield line to Station 37 at the Ordway Farm, a distance of approximately one mile.

WHEREFORE your petitioners pray that your HONORABLE BOARD after notice, view and hearing, may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an equal appropriation from the State and Town.

Dated this 18th day of May 1931.

Albert J. Strewbel }
Walter F. Cummings } Selectmen
John H. Trepania } of
Holland

The foregoing petition was entered on the 26th day of May 1931, and due proceedings having been had thereon, on the 21st day of October 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting October 21, 1931

On the petition of the Selectmen of the Town of Holland for specific repairs on highway leading from East Brimfield to Siaog Lake beginning at Siaog Lake easterly to Brimfield line, a distance of approximately 3/4 of a mile, and for aid; for specific repairs on highway leading from Brimfield to Holland beginning particularly from Springfield Girls Club, station 59 to station 104 at Four Corners, Holland Center, a distance of approximately one mile, and for aid; and for specific repairs on highway leading from Brimfield to Holland beginning particularly from the Brimfield line to station 37 at the Ordway Farm a distance of approximately one mile, and for aid.

This decree covers the above three petitions and is filed in each case. The petitions are No. 74, No. 75 and No. 77, respectively.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the seventeenth day of July A. D. 1931, view said highways and hear all parties interested and did adjudge that specific repairs should be made. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Holland leading from Brimfield, and being known as the Brimfield and East Brimfield Roads, to repair, treat with bituminous material and otherwise improve about 13,464 feet, the work on the Brimfield Road to begin at the Brimfield line, station 0, and extend in a southerly direction to station 37, also between stations 60 and 104; and the work on the East Brimfield Road to begin at the Brimfieldline, station 0, and extend in a southerly direction to Siaog Lake; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Holland a sum not to exceed SEVEN HUNDRED DOLLARS (\$700.) towards the repairing of these highways.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Holland.

Edward J. Stapleton)
Charles W. Bray	) County
Thos. J. Costello	) Commissioners
	) of the County
	) of Hampden.

October meeting 1931

Chicopee, Mayor and Board of Aldermen of the City of, Petrs. for relocation, alterations and specific repairs on Meadow St., beginning at Chicopee St. extending northerly to Chicopee St. 1-3/4 miles more or less, and for aid.

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Plans in Book 9,
Pages 111 and 112.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN

RESPECTFULLY REPRESENT the undersigned, Mayor and Board of Aldermen of the City of Chicopee, in said County, that common convenience and necessity require that the highway leading from Chicopee to Willimansett and known as Meadow St. be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Chicopee Street and extend Northerly to Chicopee Street a distance of 1-3/4 miles more or less.

WHEREFORE your petitioners pray that your Honorable Board after notice, view and hearing, may make such relocation and alterations and may determine and specify such specific repairs and order them to be made, and that said County contribute to the expense of said repairs together with an appropriation from the State.

Dated this eighth day of June 1931.

Henry Cloutier, Mayor

Albert E. Henrye
Roy Lapolice
Joseph Lafleur
Hermas Gosselin
Harold A. Smith
David J. Hopkins
Michael J. Corcoran
John R. Demski
Walter M. Grocki

Board of Aldermen

Joseph Preston
James R. O'Neil
Matthew E. Kearns
Lawrence Beauchamp
Joseph Ziemba
Alexander Senecal
Patrick J. Hassett

Board of Aldermen

The foregoing petition was entered on the 11th day of June 1931, and due proceedings having been had thereon, on the 2nd day of December 1931, said Commissioners file the following Relocation Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 2, 1931

On the petition of the Mayor and Board of Aldermen of the City of Chicopee for relocation, alterations and specific repairs on Meadow Street beginning at Chicopee Street extending northerly to Chicopee Street, 1-3/4 miles more or less, and for aid, it appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-second day of July A. D. 1931, view said highway and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be relocated, altered and specific repairs made thereon.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now relocate, alter and order specific repairs made in the manner following:

The layout consists of a cutoff or new location for Meadow Street, so called, extending from a point on Chicopee Street, about opposite Wilson Avenue, to a point on the southerly side of Shaw Park Avenue, so called, being more fully described as follows:

The base line begins at a point on the base line of the 1902 State highway layout on said Chicopee Street, about 400 feet southerly

October meeting 1931

of the aforesaid Wilson Avenue, said point being shown on plan as station 35+98.31 and extends thence leaving said base line northerly by a curve to the right of 1440.00 feet radius for a distance of 596.97 feet; thence north 7° 39' 45" east for a distance of 604.72 feet to a point at the end of the layout shown on plan as station 48.

The westerly location line begins at a point on the northeasterly location line of the 1903 State highway bearing north 87° 45' 51" west and 72.47 feet distant from station 40+58.90 of the above-described base line and extends thence leaving said location line southeasterly, easterly to northerly by a curve of 23.00 feet radius for a distance of 56.31 feet to a point bearing north 68° 19' 38" west and 32.42 feet distant from said station 40+58.90; thence north 7° 39' 45" east for a distance of 733.05 feet to a point at the end of the layout bearing north 82° 20' 15" west and 25.00 feet distant from the point of ending of the above-described base line shown on plan as station 48.

The easterly location line begins at a point on the easterly location line of the aforesaid 1902 State highway layout bearing north 81° 07' 07" east and 39.20 feet distant from station 37+79.49 of the above-described base line and extends thence leaving said location line northerly by a curve to the right of 450.00 feet radius for a distance of 158.89 feet to a point bearing north 87° 31' 48" east and 25.19 feet distant from station 39+40.62; thence by another curve to the right of 1170.00 feet radius for a distance of 169.50 feet to a point bearing south 85° 35' 46" east and 32.72 feet distant from station 41+13.38; thence north 7° 39' 45" east for a distance of 684.71 feet to a point at the end of the layout bearing south 82° 20' 15" east and 35.00 feet distant from the point of ending of the above-described base line shown on plan as station 48.

AND the following described parcels of land are taken in fee simple for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto. All land taken is located in the City of Chicopee in said County.

Parcel No. 1. A parcel of land supposed to be owned by CLINTON G. CHAPIN, comprising the entire width of location of the 1931 County Layout, between Stations 37+79.49 and 43+23 $\frac{1}{2}$, bounded as follows: Northerly and westerly by the westerly location line of the 1931 County Layout for about 305 feet; northerly by the southerly boundary of land of Frank and Anna Kokozka for about 60 feet; easterly by the easterly location line of said 1931 County Layout for about 535 feet; and south-westerly by the northeasterly location lines of the 1902 and 1903 State Highway Layouts on Chicopee Street, so-called, for 303.65 feet; containing about 25,460 square feet.

Parcel No. 2. A parcel of land supposed to be owned by FRANK and ANNA KOKOZKA, comprising the entire width of location of the 1931 County Layout, between Stations 43+20 $\frac{1}{2}$ and 44+32 $\frac{1}{2}$, bounded as follows: West-erly by the westerly location line of the 1931 County Layout for about

111 feet; northerly by the southerly boundary of land of Hubert H. Swartz for about 60 feet; easterly by the easterly location line of said County Layout for about 104 feet; and southerly by the northerly boundary of land of Clinton G. Chapin for about 60 feet; containing about 6480 square feet.

Parcel No. 3. A parcel of land supposed to be owned by HUBERT H. SWARTZ, comprising the entire width of location of the 1931 County Layout, between Stations 44+27₊ and 45+57₊, bounded as follows: Westerly and northwesterly in part by the westerly location line of the 1931 County Layout and in part by the southeasterly side of Meadow Street for a total distance of about 126 feet; northerly by the southerly side of Parker Street for about 50 feet; easterly by the easterly location line of said County Layout for about 131 feet; and southerly by the northerly boundary of land of Frank and Anna Kokozka for about 60 feet; containing about 7520 square feet.

Parcel No. 4. A parcel of land supposed to be owned by HUBERT H. SWARTZ (Parker Street) comprising a portion of the location of the 1931 County Layout, between Stations 45+57₊ and 46+09₊, bounded as follows: Easterly by the easterly location line of the 1931 County Layout for about 51 feet; southerly by the northerly boundary of other land of Hubert H. Swartz for about 50 feet; northwesterly by the southeasterly side of Meadow Street for about 54 feet; and northerly by the southerly boundary of still other land of Hubert H. Swartz for about 35 feet; containing about 2125 square feet.

Parcel No. 5. A parcel of land supposed to be owned by HUBERT H. SWARTZ, comprising a portion of the location of the 1931 County Layout, between Stations 46+08₊ and 47+10₊, bounded as follows: Easterly by the easterly location line of the 1931 County Layout for about 100 feet; southerly by the northerly side of Parker Street, for about 35 feet; northwesterly by the southeasterly side of Meadow Street for about 106 feet; and northerly by the southerly boundary of land of Michowik Walenty for about 5 feet; containing about 2000 square feet.

Parcel No. 6. A parcel of land supposed to be owned by Michowik Walenty, comprising a portion of the location of the 1931 County Layout, between Stations 47+10₊ and 48+00, bounded as follows: Easterly by the easterly location line of the 1931 County Layout for about 90 feet; southerly by the northerly boundary of land of Hubert H. Swartz for about 5 feet; westerly by the easterly side of Meadow Street for about 90 feet; and northerly by the line defining the end of the 1931 County Layout for about 4.5 feet; containing about 380 square feet.

The layout and the land takings above described are indicated on plans prepared by The Commonwealth of Massachusetts Plan of Road in the City of Chicopee, Hampden County, Laid Out By The County Commissioners, Scale: 40 feet to the inch.

AND the owners of the land over which said highway is thus laid out are allowed until the first day of April, 1932, to remove therefrom their buildings, wood, timber or trees. The Commissioners having heard the proprietors of said lands, by themselves, or their

agents, so far as they have expressed the desire to be heard on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO:-

Clinton G. Chapin.	\$1.00
Frank and Anna Kokozka	1.00
Hubert H. Swartz	1.00
Hubert H. Swartz	1.00
Hubert H. Swartz	1.00
Michowik Walenty	1.00

The work is to consist of constructing, grading, surfacing with bituminous macadam and otherwise improving about 8,702 feet of road in Chicopee being known as Meadow Street, the work to begin at about Station 37, said station being on Chicopee Street about 200 feet north of bridge over B & M Railroad, and extending thence in a general northerly direction for a distance of about 8,702 feet to station 124+02 at Grafton Street; said construction, etc., to be made according to contract between the Commonwealth of Massachusetts by the Department of Public Works, for the said Commonwealth, and Daniel O'Connell's Sons, Inc., a corporation duly organized under the laws of the Commonwealth of Massachusetts, and having a usual place of business in Holyoke, Massachusetts.

These repairs to be made and completed to the satisfaction of the County Commissioners, and the County of Hampden shall pay to the City of Chicopee a sum not to exceed FIFTY-SEVEN THOUSAND DOLLARS (\$57,000.) towards the repairing of this highway, less such sum as is paid for repairing Prospect and Montcalm Streets, by the County or State.

All land, grade, drainage and other legal damages shall be paid by the City of Chicopee.

	Edward J. Stapleton)
	Thos. J. Costello)County
	Clarence H. Granger)Commissioners
Assoc. Commissioner	of the County
	of Hampden.

COUNTY COMMISSIONERS' MEETING

Hampden, ss: December 2, 1931

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest:

Charles M. Calhoun, Clerk.

Ludlow, Selectmen of the Town of, Petrs. for relocation, alterations and specific repairs on Rood St. beginning at Center St. and extending to Fuller St. a distance of one mile more or less and for aid.

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RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow to Granby and known as Rood Street be relocated, that alterations be made in its course and width; and that said road be specifically repaired by grading, resurfacing or hardening and otherwise repaired as may be necessary, the work to begin at Center Street and extend to Fuller Street a distance of one mile more or less.

DATED this 19th day of June, 1931.

John Supernaw) Selectmen
) of the town
Arthur C. Brodeur) of Ludlow.

COMMONWEALTH OF MASSACHUSETTS

On the petition of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Rood Street beginning at Center Street and extending to Fuller Street a distance of one mile more or less and for aid, and for specific repairs on West Street beginning at the bridge crossing the river between Indian Orchard, Springfield and Ludlow, Mass., and running westerly about 1900 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August A. D. 1931, view said Rood Street, and did on the seventh day of October A. D. 1931, view said West Street, and hear all parties interested and did adjudge that specific repairs should be made on each road. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Ludlow, to repair, treat with bituminous material and otherwise improve about 1,900 feet of West Street, and to grade, surface with gravel and otherwise improve a section of Rood Street, the work to begin on West Street at station 0, and extend in a northerly direction to station 19; and the work on Rood Street to begin at station 32, and extend in a westerly direction as far as the funds available will permit;

these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND THREE HUNDRED FIFTY DOLLARS (\$1,350.) towards the repairing of Rood Street, and a sum not to exceed SIX HUNDRED SEVENTY-FIVE DOLLARS (\$675.) towards the repairing of West Street.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT the undersigned, Selectmen of the Town of Ludlow, in said County, that common convenience and necessity require that the highway leading from Ludlow to Granby and known as West Street be resurfaced and otherwise repaired as may be necessary, the work to begin at the bridge crossing the river between Indian Orchard, Springfield, Massachusetts, and Ludlow, Massachusetts, and running Westerly about nineteen hundred (1900) feet.

WHEREFORE your petitioners pray that your Honorable Commission after notice, view and hearing, may determine and specify such specific repairs and order them to be made, that that said County contribute one-third of the cost, together with one-third of the cost from the State and one-third of the cost from the Town of Ludlow. Total cost of work to be two thousand dollars (\$2000.00).

DATED this 4th day of September, 1931.

John Supernaw }Chairman,
Robert H. Munsing }Board of
 }Selectmen,
 Ludlow, Mass.

The foregoing petition was entered on the 8th day of September 1931, and due proceedings having been had thereon, on the 18th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 18, 1931

On the petitions of the Selectmen of the Town of Ludlow for relocation, alterations and specific repairs on Rood Street beginning at Center Street and extending to Fuller Street a distance of one mile more or less and for aid, and for specific repairs on West Street beginning at the bridge crossing the river between Indian Orchard, Springfield and Ludlow, Mass., and running westerly about 1900 feet, and for aid.

Ludlow, Selectmen of the Town of, Petts. for specific repairs on West St. beginning at the bridge crossing the river between Indian Orchard, Spfld., and Ludlow, Mass., and running westerly about 1900 feet, and for aid.

By reason of the agreement with the State and Town being an entire agreement covering contracts of two different roads, this decree covers the above two petitions and is filed in each case.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the fifth day of August A. D. 1931, view said Rood Street, and did on the seventh day of October A. D. 1931, view said West Street, and hear all parties interested and did adjudge that specific repairs should be made on each road. At the time of said views no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on said roads in Ludlow, to repair, treat with bituminous material and otherwise improve about 1,900 feet of West Street, and to grade, surface with gravel and otherwise improve a section of Rood Street, the work to begin on West Street at station 0, and extend in a northerly direction to station 19; and the work on Rood Street to begin at station 32, and extend in a westerly direction as far as the funds available will permit; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Ludlow a sum not to exceed ONE THOUSAND THREE HUNDRED FIFTY DOLLARS (\$1,350.) towards the repairing of Rood Street, and a sum not to exceed SIX HUNDRED SEVENTY-FIVE DOLLARS (\$675.) towards the repairing of West Street.

All damages sustained by any person by reason of said repairs on these roads, shall be paid by the Town of Ludlow.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

Blandford, Selectmen of, Petrs. for specific repairs on Blandford-Otis Rd. beginning at Otis line and extending to station 28+0, a distance of 2800 feet more or less, and for aid.

To the County Commissioners of the County of Hampden:

Respectfully represent the undersigned, Selectmen of Blandford in said County, that common convenience and necessity require that the highway leading from Blandford to Otis and known as the Blandford Otis Road be specifically repaired by grading, resurfacing or hardening and otherwise be repaired as may be necessary, the work to begin at Otis line and extend to station 28+0 a distance of 2800 feet more or less.

Wherefore your petitioners pray that your Honorable Board after notice, view and hearing, may determine and specify such repairs and order them to be made, and that the County contribute to the expense of said repairs together with an appropriation from the State and Town.

S. A. Anderson }
F. B. Hart } Selectmen
A. H. Smith } of
Blandford

The foregoing petition was entered on the 29th day of September 1931, and due proceedings having been had thereon, on the 4th day of November 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting November 4, 1931

On the petition of the Selectmen of Blandford for specific repairs on Blandford-Otis Road beginning at Otis line and extending to station 28+0, a distance of 2800 feet more or less, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-eighth day of October, A. D. 1931, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Blandford leading from Otis, and being known as the Otis Road, to grade and otherwise improve about 2,850 feet, the work to begin at the Otis line, station 0, and extend in an easterly direction to station 28+50; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the Town of Blandford a sum not to exceed TWO THOUSAND DOLLARS (\$2,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Blandford.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

October 6, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$568. to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Orders

Ordered, County Treasurer authorized and directed to pay \$2,700. to Town of Chester on acct. of County's proportion of cost of work done on Middlefield Road in Chester.

Ordered, County Treasurer authorized and directed to pay \$3,000. to Town of Chester on acct. of County's proportion of cost of work done on East River Road in Chester.

Ordered, that County Treasurer be authorized and directed to pay \$4,000 to Town of Chester on acct of County's proportion of cost of work done on Chester Hill Road in Chester.

Ordered, that the sum of \$500. be paid from County Treasury to Town of Hampden for work done on Scantic Road.

October meeting 1931

Orders

October 6, 1931

Ordered, County Treasurer authorized and directed to pay \$217.61 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road in Holland. Case No. 50 - 1930.

Ordered, County Treasurer authorized and directed to pay \$355.50 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue in Monson.

Ordered, County Treasurer authorized and directed to pay sum of \$1,199.84 to Town of Tolland on acct. of County's proportion of cost of work done on Granville Rd. in Tolland.

Ordered, County Treasurer authorized and directed to pay \$116.74 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, that the sum of \$2,000. be paid from County Treasury to City of Westfield for work done on Loomis Street.

Ordered, that the sum of \$2,000. be paid from County Treasury to City of Westfield for work done on Feeding Hills Road. Case No. 80 - 1930.

Report on Cobble Mountain Dam.

October 7, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

October 6, 1931

The Hon. the Board of County Commissioners
Hampden County, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The height of the earthfill in the cobble mountain dam is at elevation 955 or ten feet below the top. It will be remembered that the depositing of the earthfill by sluicing was discontinued a couple of weeks ago when the dam was at elevation 948.

Since then the fill is being hauled and dumped dry on the edges of the core pool into which it is worked by hand. Because of the narrowing of the width of the dam as it approaches the top the volume of fill deposited in place is becoming less day by day. It is expected, however, that the fill will be completed within a couple of weeks.

All the concrete work in the spillway and at all other places has been completed and the largest item of the work now to be done is the stone riprap on the faces of the dam. To complete this work will take some weeks yet.

Respectfully submitted,

James L. Tighe

Authorized to borrow money.

October 7, 1931

Ordered, County Treasurer authorized to borrow \$50,000. additional under G.L.Chap. 35, Sec. 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

October 7, 1931	Voted, to award County of Hampden Note #414, dated Oct. 8, '31, due Nov. 6, '31, aggregating \$50,000. to the First National Bank of Boston at 3% discount.	October meeting 1931 Voted to Award Note
October 14, 1931	Released from Hampden County Training School on parole, Anthony Romanko.	Released from Training School on parole.
	Ordered, County Treasurer authorized and directed to pay \$5,318. to City of Holyoke on acct. of County's proportion of cost of work done on Homestead Avenue, Cherry Street and Jarvis Avenue in Holyoke.	Orders
	Ordered, that the sum of \$1,415.50 which is balance of County's proportion of cost of work done on West Street be paid from County Treasury to Town of Ludlow.	
	Ordered, that the sum of \$363.09 which is balance of County's proportion of cost of work done on Monson Road in the Town of Wales be paid from County Treasury to Town of Wales. Case No. 59-1930.	
October 21, 1931	Report from James L. Tighe, Engineer on Cobble Mountain Dam.	Report on Cobble Mountain Dam.
<p style="text-align: right;">October 20, 1931</p> <p>The Hon. The Board of County Commissioners Hampden County, Springfield, Massachusetts.</p> <p>Edward J. Stapleton, Chairman:</p> <p>Dear Sir:</p> <p>The earth-fill in the cobble mountain dam is practically completed being on an average within about a foot and a half of the top.</p> <p>The hauling of the fill by train was discontinued on Saturday last and the railroad removed from the top of the dam. The fill required to finish the structure will be hauled by truck.</p> <p>The stone rip-rap is speeding up somewhat and no doubt will be laid much faster after the earth-fill is completed.</p> <p>The elevation of the reservoir is 796 or two feet lower than it was a couple of weeks ago thus showing that, because of the dry weather, the flow of the stream is less than the consumption.</p> <p style="text-align: right;">Respectfully submitted,</p> <p style="text-align: right;">James L. Tighe</p>		
October 21, 1931	Voted, County Treasurer authorized to purchase \$5,000. principal, Public Service of Northern Illinois, First Mortgage Gold Bonds, and \$5,000. principal, Indianapolis Power & Light first mortgage Gold Bonds, from War Chest Fund of County of Hampden.	Voted to purchase bonds.
October 28, 1931	Voted to award contract for Repairs at the Hampden County Training School to W.A. NEWTON & CO., Springfield, for \$2,768.00.	Votes
	Voted to award contract for Exterior Painting at the Hampden County Training School to AYOTT PAINT COMPANY, Chicopee Falls, for \$574.00.	

October meeting 1931

Orders

November 4, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$6,948.68 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, County Treasurer authorized and directed to pay sum of \$1,026.48 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

Ordered, that the sum of \$250.00 be paid from County Treasury to Town of Brimfield for work done on Holland Road.

Ordered, that the sum of \$400.00 be paid from County Treasury to Town of Chester for work done on Prospect Street.

Ordered, that the sum of \$700.00 be paid from the County Treasury to Town of Chester for work done on Maple Street.

Ordered, that the sum of \$400.00 be paid from County Treasury to Town of Chester for work done on Williams Street.

Ordered, that the sum of \$3205.05 which is balance of County's proportion of cost of work done on Somers Road, be paid from County Treasury to Town of Hampden.

Ordered, that County Treasurer be authorized and directed to pay sum of \$120.45 to Town of Holland on acct. of County's proportion of cost of work done on Meshapaug Road in Holland.

Ordered, County Treasurer authorized and directed to pay \$334.72 to Town of Holland on acct. of County's proportion of cost of work done on Brimfield Road and East Brimfield Road in Holland.

Ordered, that the sum of \$3585.59 which is balance of County's proportion of cost of work done on Spfld-Ludlow Bridge also known as Putts Bridge be paid from the County Treasury to Town of Ludlow.

Ordered, that the sum of \$1997.34 be paid from County Treasury to Town of Ludlow for work done on Center Street.

Ordered, County Treasurer authorized and directed to pay \$1803.38 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue in Monson.

Ordered, County Treasurer authorized and directed to pay \$1861.08 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road in Palmer.

Ordered, that the sum of \$3585.59 which is balance of County's proportion of cost of work done on Spfld-Ludlow Bridge also known as Putts Bridge, be paid from County Treasury to City of Springfield.

November 4, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$652.59 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

October meeting 1931

Orders

Ordered, that the sum of \$1999.00 be paid from County Treasury to City of Westfield for work done on Feeding Hills Road.

Ordered, County Treasurer authorized and directed to pay sum of \$4,000. to Town of Wilbraham on acct. of County's proportion of cost of work done on Stony Hill Road in Wilbraham.

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

November 3, 1931

The Hon. the Board of County Commissioners
Hampden County
Court House, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

I beg to report that the earth-fill in the cobble mountain dam was completed on Saturday, October 24th last. The elevation of the top is at 968 or three feet higher than the elevation originally determined. This extra height was added in order to cover any settlement of the structure and to form the base of the roadway to be built over the top of the dam.

The spillway and spillway concrete bridge are fully completed as is all the other work in connection with the dam with the exception of the rip-rap on the faces of the structure.

There are about 35,000 cubic yards of tip-rap to be laid which unless the work is speeded up will take some months yet to complete.

Respectfully submitted,

James L. Tighe

November 18, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

November 17, 1931

The Hon. the Board of County Commissioners
Hampden County
Court House, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

It was stated in my report to you dated November 3rd that the cobble mountain dam including all its appurtenances was completed with the exception of the stone rip-rap on the facings of the structure.

This work is now completed to within about 35 feet of the top of the dam on the upstream face and about 25 feet on the downstream face.

The pondage at the toe of the dam is now at elevation 788 or about eight feet lower than it was a month ago. This drop indicates a low runoff from the watershed because of the dry season.

Respectfully submitted,

James L. Tighe

October meeting 1931

Re-naming
Street

November 18, 1931

Olmsted Street extending from Dickinson Street to Trafton Road changed to Olmsted Drive.

Messenger for Court
of Probate and
Insolvency

Voted, to accept the provisions of Chapter 354 of the Acts of 1931 - An act providing for a Messenger for the Court of Probate and Insolvency for Hampden County.

Orders

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Mass., on State Highway Account, the sum of \$27,556.71.

Ordered, County Treasurer authorized and directed to pay to the Treasurer of the Commonwealth of Mass., \$5,444.25 which is County of Hampden's share of cost for removal of certain highway bridges, etc. under provisions of Ch. 388 of the Acts of 1930.

Ordered, that the sum of \$3720.37 which is balance of County's proportion of cost of work done on Westfield Street be paid from County Treasury to Town of Agawam.

Ordered, County Treasurer authorized and directed to pay sum of \$2,802.71 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Rd. in Blandford.

Ordered, that the sum of \$300. be paid from County Treasury to Town of Brimfield for work done on Warren Road.

Ordered, that the sum of \$1095.27 which is balance of County's proportion of cost of work done on Brimfield Road be paid from County Treasury to Town of Holland. Case No. 50 - 1930.

Ordered, County Treasurer authorized and directed to pay sum of \$5,621.16 to City of Holyoke on acct. of County's proportion of cost of work done on Homestead Avenue, Cherry Street and Jarvis Avenue, in Holyoke.

Ordered, that the sum of \$422.53 which is balance of County's proportion of cost of work done on State Avenue be paid from County Treasury to Town of Monson. Case No. 55 - 1930.

Ordered, County Treasurer authorized and directed to pay sum of \$150. to Town of Russell on acct. of County's proportion of cost of work done on Montgomery Road in Russell.

Ordered, County Treasurer authorized and directed to pay sum of \$900. to Town of Russell on acct. of County's proportion of cost of work done on Blandford Road in Russell.

November 25, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$309.86 to Town of Brimfield on acct. of County's proportion of cost of work done on Warren Road in Brimfield.

October meeting 1931

November 25, 1931

Ordered, that the sum of \$500. be paid from County Treasury to Town of Chester for work done on Canada Hill Road.

Orders

Ordered, County Treasurer, be authorized and directed to pay sum of \$747.29 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road in Holland.

Ordered, that the sum of \$110.33 which is balance of County's proportion of cost of work done on East Brimfield and Brimfield Roads be paid from County Treasury to Town of Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$500.06 to Town of Monson on acct. of County's proportion of cost of work done on State Avenue in Monson.

Ordered, County Treasurer authorized and directed to pay sum of \$558.34 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road in Palmer.

Ordered, County Treasurer authorized and directed to pay \$470.63 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road in Wales.

Ordered, that the sum of \$15,000. be paid from County Treasury to Town of West Springfield for work done on Boulevard Street or North Boulevard Street.

Ordered, County Treasurer authorized and directed to pay sum of \$2,615.21 to Boston & Maine R.R. on acct. of County of Hampden's proportion of cost of work done on rebuilding McKinstry Avenue Bridge in Chicopee.

December 2, 1931

Order to arrest Homer Duval of Springfield, holder of permit to be at liberty.

Order to arrest

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

November 30, 1931

The Hon. The Board of County Commissioners,
Hampden County,
Court House, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

As previously reported the construction of the cobble mountain dam has been completed with the exception of the laying of the stone tip-rap on the faces of the structure.

The amount of rip-rap yet to be laid is about twenty-five thousand cubic yards and if the rate of progress continues in the future the same as it is at present, namely, about three thousand cubic yards per week, it will take about two months to complete the work.

The height of the pond is at elevation 797 and has increased in depth about nine feet in the past two weeks. The surface of the pond is now about sixty feet above the original stream-bed at the toe of the dam.

Respectfully submitted,

James L. Tighe

October meeting 1931

Transfer of Money

December 9, 1931

Voted, County Treasurer authorized and directed to transfer sum of \$2,095.21 from General Funds of the County to the Springfield District Court House Account.

Orders

Ordered, that the sum of \$400. be paid from County Treasury to Town of Blandford for work done on Huntington Road.

Ordered, that the sum of \$400. be paid from County Treasury to Town of Blandford for work done on Falls Road.

Ordered, that the sum of \$455. be paid from County Treasury to Town of Blandford for work done on Falls Road.

Ordered, County Treasurer authorized and directed to pay \$1266.48 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road in Blandford.

Ordered, that the sum of \$499.92 be paid from County Treasury to Town of Granville for work done on South Lane Road.

Ordered, that the sum of \$999.95 be paid from County Treasury to Town of Granville for work done on Lake Street.

Ordered, that the sum of \$700. be paid from County Treasury to the Town of Granville for work done on Barnard Road.

Ordered, that the sum of \$199.90 be paid from County Treasury to Town of Granville for work done on Silver Street.

Ordered, County Treasurer authorized and directed to pay \$935.45 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road in Holland.

Ordered, County Treasurer authorized and directed to pay sum of \$835. to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road.

Ordered, County Treasurer authorized and directed to pay sum of \$176.72 to Town of Wales on acct. of County's proportion of cost of work done on Monson Road.

December 12, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$10,193.87 to Boston & Maine Railroad on acct. of County of Hampden's proportion of cost of work done on the rebuilding of McKinstry Ave. Bridge in Chicopee.

Report on Cobble Mountain Dam.

December 16, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

December 15, 1931

The Hon. The Board of County Commissioners,
Hampden County,
Court House, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

The amount of rip-rap to be laid to complete Cobble Mt. dam is approximately 21,000 cubic yards. The work is now progressing at the rate of 3,000 cubic yards per week and on this basis it will be completed in about seven weeks.

The rip-rap now being placed consists entirely of ledge blasted with heavy charges of dynamite from the hill sides above the ends of the dam. Three tons of dynamite was used in a single blast the other day.

The level of the water in the reservoir is at elevation 801 or about 64 feet, above the toe of the dam. The water impounded is about 465 millions and covers an area of 64 acres.

At present and since the beginning of the month all the water used from the Little River Supply by the City of Springfield is drawn from the Cobble Mt. storage.

Respectfully submitted,

James L. Tighe

December 15, 1931

Orders

Ordered, that the sum of \$1,999.87 be paid from County Treasury to Town of Blandford for work done on Blandford-Otis Road.

Ordered, that the sum of \$153.36 which is balance of County's proportion of cost of work done on Warren Road be paid from County Treasury to Town of Brimfield.

Ordered, that the sum of \$2,000. which is balance of County's proportion of cost of work done on East River Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$299.87 which is balance of County's proportion of cost of work done on Middlefield Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$3500. which is balance of County's proportion of cost of work done on Chester Hill Road be paid from County Treasury to Town of Chester.

Ordered, that the sum of \$1,500. be paid from County Treasury to the Town of East Longmeadow for work done on Westwood Avenue.

Ordered, that the sum of \$2999.96 be paid from County Treasury to Town of East Longmeadow for work done on Parker Street.

Ordered, that the sum of \$3800. which is balance of County's proportion of cost of work done on Main Road be paid from County Treasury to Town of Granville.

October meeting 1931

December 16, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$1164.09 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road in Holland.

Ordered, that the sum of \$2,000. be paid from County Treasury to Town of Ludlow for work done on Road and West Streets.

Ordered, that the sum of \$2999.01 be paid from County Treasury to Town of Ludlow for work done on East Street.

Ordered, that the sum of \$137.78 which is balance of County's proportion of cost of work done on State Avenue be paid from County Treasury to Town of Monson.

Ordered, that the sum of \$3,000. be paid from County Treasury to Town of Montgomery for work done on Main Road.

Ordered, County Treasury authorized and directed to pay sum of \$647.16 to Town of Palmer on acct. of County's proportion of cost of work done on Forest Lake Road in Palmer.

Ordered, that the sum of \$100. which is balance of County's proportion of cost of work done on Blandford Stage Road be paid from County Treasury to Town of Russell.

Ordered, that the sum of \$50. which is balance of County's proportion of cost of work done on Montgomery Road be paid from the County Treasury to Town of Russell.

Ordered, that the sum of \$1,542.25 be paid from County Treasury to Town of Southwick for work done on bridge on Sheep Pasture Road.

Ordered, that the sum of \$1,464.70 be paid from County Treasury to Town of Southwick for work done on Depot Street.

Ordered, that the sum of \$800.44 which is balance of County's proportion of cost of work done on New Boston Road be paid from County Treasury to Town of Tolland.

Ordered, that the sum of \$83.32 which is balance of County's proportion of cost of work done on Monson Road be paid from County Treasury to Town of Wales.

Ordered, that the sum of \$230.49 be paid from County Treasury to Town of Wales for work done on Monson Road.

Ordered, that the sum of \$6,525. which is balance of County's proportion of cost of work done on Montgomery Road be paid from County Treasury to City of Westfield.

		<div>144</div> <div>October meeting 1931</div>
December 16, 1931	Ordered, that the sum of \$2,464.41 which is balance of County's proportion of cost of work done on Stony Hill Road be paid from County Treasury to Town of Wilbraham.	
		Damages Done By Dogs
		Land Damages
Sundry accounts being presented, are allowed, and the same amounting to the sum of		Sundry Accounts
<div>December 16, 1931</div> <div>Hampden, ss:</div> <div>Judgment is entered up according to reports etc. and all matters not acted upon are ordered to be continued and this meeting is adjourned without day.</div> <div>Attest:-</div> <div>_____ Clerk.</div>		

The Commonwealth of Massachusetts

Hampden, ss:

At a meeting of the County Commissioners begun and holden at Springfield within and for said County of Hampden, on the fourth Tuesday of December, being the twenty-second day of said month, and from time to time to the thirtieth day of said month, in the year of our Lord One Thousand Nine Hundred and Thirty-One.

Present,

Edward J. Stapleton, Esquire, Chairman)
Charles W. Bray, Esquire } County
Thomas J. Costello, Esquire } Commissioners

And by adjournment on the sixth day of January and from time to time to the sixth day of April in the year of our Lord One Thousand Nine Hundred and Thirty-Two.

Present:

Edward J. Stapleton, Esquire, Chairman)
Charles W. Bray, Esquire } County
Thomas J. Costello, Esquire } Commissioners

On said sixth day of January, the Board, consisting of Edward J. Stapleton, Charles W. Bray and Thomas J. Costello, Esquires, proceed to the choice of a Chairman. The whole number of votes cast is three, of which Edward J. Stapleton has two and is chosen Chairman of the Board for the year ensuing.

Case Dismissed
Without Prejudice

The following case was dismissed without prejudice:

No. 20. Selectmen of Monson, Petrs. for relocation, alterations and specific repairs on Upper Palmer Road beginning at northerly end of Quarry, southerly, for 1,000 feet, more or less, and for aid.

West Springfield, Inhabitants of the Town of, Petrs. for layout, location, relocation, alteration, widening & specific repairs on Brush Hill Ave. beginning at Riverdale St. or Rd. northerly of Wayside Ave. and running westerly to Piper Rd. so-called.

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Plans in Book 10,
Pages 1-5 incl.

(Seal)

TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:-

RESPECTFULLY REPRESENTS your petitioners, each being an inhabitant of the Town of West Springfield, that common convenience and necessity require the layout, location, relocation, alteration, widening and specific repairs in a certain highway located in said Town of West Springfield known as BRUSH HILL AVENUE, beginning at Riverdale Street or Road just Northerly of Wayside Avenue and running Westerly to Piper Road, so-called.

Wherefore your petitioners pray that you will, after due notice, view and hearing, proceed to layout, locate, relocate, alter, widen and make specific repairs on said way.

Dated this 12th day of Feb. 1931.

Arthur W. Lamson, Selectman
Richard J. Specht, Selectman
Charles O. Palmer, Selectman
Benjamin E. Fox, Water Commissioner
George W. Hayden, Tree Warden
Myron L. Brown, Assessor
Raymond M. Sweeney, Collector of Taxes
Michael J. Shean, 136 Boulevard St.
Harry R. Babb, Water Registrar
Theodore M. Beach, Supt. Water Dept.

The foregoing petition was entered on the 2nd day of March 1931, and due proceedings having been had thereon, on the 9th day of March 1932, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

HAMPDEN, ss. County Commissioners' Meeting March 9, 1932

On the Petition of Inhabitants of the Town of West Springfield praying for a highway to be laid out, located, relocated, altered, widened and specific repairs made thereon (Brush Hill Avenue) in West Springfield. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the twenty-seventh day of May A. D. 1931, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be located and relocated.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now locate and relocate said highway in the manner following:

Description of the exterior lines of
Brush Hill Avenue, West Springfield,
Mass.

Beginning at a concrete bound in the Westerly line of Riverdale Road distant Southerly 179.71 feet from a granite stone bound marking the Northerly end of a course of Riverdale Road described as bearing N. 13° 51' 30" W.-

Thence Northerly and Westerly by a curved line of 60 feet Radius, a distance of 68.13 feet to a granite stone bound-

Thence to the left by a curved line of 130.50 feet Radius, 98.67 feet to a concrete bound-

Thence S. 18° 35' 40" W. a distance of 238.11 feet to a concrete bound-

Thence S. 26° 15' 15" W. a distance of 200.00 feet to a concrete bound-

Thence to the right by a curved line of 273.18 feet Radius, a distance of 224.43 feet to a concrete bound-

Thence S. 73° 19' 30" W. a distance of 373.06 feet to a concrete bound-at land of the Roman Catholic Bishop of Springfield, the last six courses all by land of Edith E. Spence-

Thence N. 77° 51' 20" W. a distance of 1462.44 feet to a concrete bound-

Thence to the left by a curved line of 330.00 feet Radius, a distance of 548.32 feet to a concrete bound-

Thence S. 6° 40' 45" W. a distance of 183.73 feet to a concrete bound at land of Vicenty Borkosky.

The last three courses all by land owned by the Roman Catholic Bishop of Springfield.

Thence N. 82° 52' W. partly by land of said Borkosky and partly by lands supposed to belong to Edward Shea, Roman Catholic Bishop of Springfield, Wilfred N. Lassar, Martin J. Cummings, Martin J. and Catherine F. Hoar, Peter and Rose Borkosky and Philias Boucher, a dis-

tance of 1092.56 feet to a concrete bound-

Thence N. $84^{\circ} 45'$ W. partly by land of Edward Shea, and partly by lands of Peter and Rose Borkosky, and of Philius Boucher-a distance of 674.63 feet to a concrete bound in the Easterly line of Piper Road so called-

Thence N. $1^{\circ} 51'$ W. along the Easterly line of Piper Road, crossing Brush Hill Ave. a distance of 60.46 feet to a concrete bound in the Northerly line of Brush Hill Ave-

~~From Edith E. Spence. Description of a parcel of land on the Southerly side.~~

Beginning at a granite stone bound in the Southerly line of Brush Hill Ave. at land owned by the Roman Catholic Bishop of Springfield, said point being also the Easterly end of that part of Brush Hill Ave. formerly laid out 66 feet wide-

Thence N. $9^{\circ} 02' 50''$ E. to a granite stone bound marking the Westerly end of the Southerly side of Brush Hill Ave. as laid out 33 feet wide-a distance of 22.09 feet.

Thence N. $73^{\circ} 19' 30''$ E. 386.94 feet-

Thence by a curved line to the left of 240.18 feet Radius a distance of 197.32 feet to a granite stone bound-

Thence N. $26^{\circ} 15' 15''$ E. 453.39 feet to the beginning of a curve to the left into Riverdale Road-

Thence Southwesterly by a curved line of 130.50 feet Radius a distance of 17.44 feet to a concrete bound-

Thence S. $18^{\circ} 35' 40''$ W. a distance of 238.11 feet to a concrete bound-

Thence S. $26^{\circ} 15' 15''$ W. a distance of 200.00 feet to a concrete bound-

Thence by a curved line to the right of 273.18 feet Radius a distance of 224.43 feet to a concrete bound-

Thence S. $73^{\circ} 19' 30''$ W. a distance of 373.06 feet to a concrete bound-the last five courses being by other land of said Edith E. Spence-

Thence N. $77^{\circ} 51' 20''$ W. by land owned by the Roman Catholic Bishop of Springfield, a distance of 26.85 feet to the point of beginning.

~~Containing 30,710 square feet of land.~~

Northerly Line

Thence S. $84^{\circ} 45'$ E. partly by land of Costic Dofter and partly by lands of Bernard Preli and of Vycenti Borkowski, a distance of 683.09 feet to a concrete bound-

Thence S. $82^{\circ} 52'$ E. by land of said Borkowski a distance of 902.96 feet to a concrete bound-

Thence to the left by a curved line of 123.13 feet Radius, by land of said Borkowski, a distance of 193.82 feet to a concrete bound-

Thence to the right by a curved line of 396.00 feet Radius, partly by land of said Borkowski and partly by land of Edith E. Spence, a distance of 657.98 feet to a granite stone bound-

Thence S. $77^{\circ} 51' 20''$ E. a distance of 1472.33 feet to a granite stone bound-

Thence N. $73^{\circ} 19' 30''$ E. a distance of 356.10 feet to a granite stone bound-

Thence to the left by a curved line of 207.18 feet Radius, a distance of 170.21 feet to a granite stone bound-

Thence N. $26^{\circ} 15' 15''$ E. a distance of 195.58 feet to a concrete bound-

Thence N. $18^{\circ} 35' 40''$ E. a distance of 233.69 feet to a concrete bound-

Thence to the right by a curved line of 196.50 feet Radius, a distance of 197.36 feet to a concrete bound-

Thence N. $76^{\circ} 08' 30''$ E. a distance of 29.19 feet to a concrete bound in the Westerly line of Riverdale Road-the last seven courses all by land of Edith E. Spence-

Thence S. $13^{\circ} 51' 30''$ E. by the Westerly line of Riverdale Road, a distance of 90.27 feet to the point of beginning.

The layout above described is indicated on a plan prepared by Steele Bros. Engrs., on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

Location of
BRUSH HILL AVENUE
West Springfield, Mass.
As Located For The County Commissioners
December 1931
By Steele Bros. Eng'rs.
Scale 1" = 50'

AND the following described parcels of land are taken in fee simple for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

From Edith E. Spence. Beginning at a concrete bound in the Westerly line of Riverdale Road distant Southerly 89.44 feet from a granite stone bound marking the Northerly end of a course of Riverdale Road described as bearing S. $13^{\circ} 51' 30''$ E.-

Thence S. $13^{\circ} 51' 30''$ E. by the Westerly line of Riverdale Road a distance of 20.43 feet-

Thence S. $61^{\circ} 55'$ W. 71.56 feet-

Thence to the left by a curved line of 163.50 feet Radius, a distance of 101.77 feet to the end of the curve-

Thence S. $26^{\circ} 15' 15''$ W. a distance of 257.81 feet to a concrete bound-the last three courses being by the Northerly line of Brush Hill Ave. as formerly laid out 33 feet wide-

Thence N. $18^{\circ} 35' 40''$ E. by other land of said Spence a distance of 233.69 feet to a concrete bound-

Thence by a curved line to the right of 196.50 feet Radius, a distance of 197.36 feet to a concrete bound-

Thence N. $76^{\circ} 08' 30''$ E. a distance of 29.19 feet to the point of beginning. Containing 10,175 square feet of land.

From Edith E. Spence. Description of a parcel of land on the Southerly side.

Beginning at a granite stone bound in the Southerly line of Brush Hill Ave. at land owned by the Roman Catholic Bishop of Springfield, said point being also the Easterly end of that part of Brush Hill Ave. formerly laid out 66 feet wide.

Thence N. 9° 02' 50" E. to a granite stone bound marking the Westerly end of the Southerly side of Brush Hill Ave. as laid out 33 feet wide- a distance of 22.09 feet.

Thence N. 73° 19' 30" E. 386.94 feet-

Thence by a curved line to the left of 240.18 feet Radius a distance of 197.32 feet to a granite stone bound-

Thence N. 26° 15' 15" E. 453.39 feet to the beginning of a curve to the left into Riverdale Road-

Thence Southwesterly by a curved line of 130.50 feet Radius a distance of 17.44 feet to a concrete bound-

Thence S. 18° 35' 40" W. a distance of 238.11 feet to a concrete bound-

Thence S. 26° 15' 15" W. a distance of 200.00 feet to a concrete bound-

Thence by a curved line to the right of 273.18 feet Radius a distance of 224.43 feet to a concrete bound-

Thence S. 73° 19' 30" W. a distance of 373.06 feet to a concrete bound- the last five courses being by other land of said Edith F. Spence-

Thence N. 77° 51' 20" W. by land owned by the Roman Catholic Bishop of Springfield, a distance of 26.85 feet to the point of beginning.

Containing 30,710 square feet of land.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of October next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:
TO

Edith E. Spence. \$1.00

Edith E. Spence. 1.00

Payment to be made to the several parties damages to the amount that may be found to be their due, by the Town of West Springfield, when entry is actually made upon the premises for highway purposes.

Any improvement of said way shall be made at the expense of the Town of West Springfield.

Edward J. Stapleton)County
 :Commissioners
Thos. J. Costello)
 :Associate
Clarence H. Granger)Commissioner.

Hampden, ss. County Commissioners' Meeting March 9, A.D. 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

Dec. meeting 1931

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a dam in Chester on land belonging to the Chester Fire District across a small stream known as Austin Brook on this property and prays your Honorable Board to approve the same.

Dated this 13th day of August 1931.

CHESTER FIRE DISTRICT

Water Commissioners

Charles F. Pease

A. Dori

Samuel J. Donnelly

Chester Fire District
Water Commissioners,
Petrs. for approval
for the construction
of a dam in Chester
on land belonging to
the Chester Fire Dis-
trict across a small
stream known as
Austin Brook.

84

Plan in Book 9,
Page 94.

The foregoing petition was entered on the 26th day of August 1931, and due proceedings having been had thereon, the following Specifications were filed on August 26, 1931; Report of Engineer was filed on September 16, 1931; Interlocutory Decree was filed on September 23, 1931; Final Report of Engineer was filed on December 30, 1931; and Final Decree was filed on December 30, 1931, to wit:

Specifications for a Concrete Dam across Austin Brook in Chester, Mass. for the Chester Fire District, as per plan hereto annexed.

Excavation -

All dirt and loose rock shall be removed from the site of the dam and the rock surface thoroughly cleaned before pouring concrete.

Forms -

The forms shall be built in a substantial manner of sound lumber and thoroughly braced.

Cement -

The cement used shall be a standard brand suitable for this class of work.

Sand -

The sand shall be well graded and free from all deleterious matter.

Course Aggregate -

Gravel or broken stone may be used and shall be clean and hard, preferably of mixed sizes.

Plums -

Large stone, if clean and sound, may be placed by hand in the concrete, taking care that there shall be a space of not less than six (6) inches between stones and that no stone shall be placed nearer than six (6) inches from the face of the concrete.

Water -

Shall be clean, and of a quality fit for drinking purposes.

Proportions -

The mix shall be approximately one (1) cement, two (2) of sand and four (4) gravel or broken stone, with only sufficient water to make a plastic mixture, which can be readily puddled into place.

Dec. meeting 1931

Mixing -

Machine mixing shall be used and continued a sufficient time to secure thorough work.

Transportation -

The mix shall be promptly transported from mixer to forms in tight vehicles, and not allowed to stand long enough to settle or set.

Depositing -

Shall be even and uniform throughout a form, and, if possible, continuous, until the form is filled. When necessary to deposit fresh concrete on concrete already set, the old surface shall be thoroughly cleaned, wet down and either covered with a rich mortar or an excess of mortar used in the first batches placed.

Joints -

Bed or horizontal joints, shall be left rough with projecting stone or a groove not less than eight (8) inches deep by eight (8) inches wide. Vertical or construction joints shall have at least one groove eight (8) inches deep by eight (8) inches wide.

Spading -

Shall be employed to keep stone back from the face of the work and to secure a dense, smooth surface. Enough tamping shall be done to dispel entrained air and cause water to rise to the surface.

Wetting -

Concrete shall be kept wet and protected from drying out rapidly.

Removal of Forms -

Shall not be done until the concrete has set sufficiently to be self supporting.

APPROVED, SEPTEMBER 23, 1931

Edward J. Stapleton	} County } Commissioners } of the County } of Hampden.
Charles W. Bray	
Thos. J. Costello	

REPORT OF ENGINEER

September 11, 1931

The Hon. the Board of County Commissioners,
Hampden County, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

I have examined the plans and specifications filed for your approval on August 26th last of a concrete spillway dam to be built across Austin brook, so called, in the town of Chester by the Fire District of that town and report as follows:

Austin brook rises in the town of Becket, flows southeasterly into Chester and discharges into Walker brook which in turn discharges into the west branch of the Westfield river in the village of Chester.

At a point about a half mile upstream from its mouth or its confluence with Walker brook, where its drainage area is less than a mile and a half, is the present intake dam of the Chester Fire District. This dam is a small stone masonry structure sixty feet in length and ten feet in height.

Upstream nine hundred feet or thereabouts from the present dam is the site of the proposed structure. Here the character of the ground is ledge formation and the new structure will rest upon bedrock. As the plan shows it will be 130 feet in length along its top and 14 feet in height above the streambed. More than one-third of its length or 50 feet is under the spillway which, considering the small drainage area contributory thereto, is certainly adequate. In section the structure is 3 feet in width on top and 11 feet in width at bottom.

An analysis of its stability shows a design having adequate factors of safety and I therefore recommend the plans and specifications of the structure for your approval.

Respectfully submitted,

James L. Tighe

INTERLOCUTORY DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a dam in Chester on land belonging to the Chester Fire District across a small stream known as Austin Brook on this property and prays your Honorable Board to approve the same.

Dated this 13th day of August 1931.

CHESTER FIRE DISTRICT,

Water Commissioners

Charles F. Pease

A. Dori

Samuel J. Donnelly

The foregoing petition was entered on the twenty-sixth day of August in the year of our Lord, One Thousand Nine Hundred and Thirty-One, when the said petitioners filed said plan and specifications for the construction of a dam in Chester on land belonging to the Chester Fire District across a small stream known as Austin Brook on this property, which were referred to Mr. James L. Tighe, Engineer, who has made a report in writing on file with this case.

And now, said Commissioners do hereby approve said plan and specifications.

Springfield, Massachusetts
September 23, 1931

Edward J. Stapleton)
Charles W. Bray	)County
Thos. J. Costello	)Commissioners
	)of the County
	)of Hampden.

FINAL REPORT OF ENGINEER

December 29, 1931

The Hon. The Board of County Commissioners,
Hampden County,
Court House, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

I recommend for your acceptance the cement concrete spillway dam built by the Chester Fire District across Austin brook, so called,

Dec. meeting 1931

in the town of Chester. The dam, for which the plans and specifications were approved by the County on September 23rd last, was completed and put into service a few weeks ago.

Respectfully submitted,

James L. Tighe

FINAL DECREE

TO THE HONORABLE BOARD OF COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN:

The undersigned herewith submits plan and specifications for the construction of a dam in Chester on land belonging to the Chester Fire District across a small stream known as Austin Brook on this property and prays your Honorable Board to approve the same.

Dated this 13th day of August 1931.

CHESTER FIRE DISTRICT,

Water Commissioners

Charles F. Pease

A. Dori

Samuel J. Donnelly

Petition in this case was entered on the twenty-sixth day of August in the year of our Lord One Thousand Nine Hundred and Thirty-One, when the said petitioners filed plan and specifications of their proposed work, which were referred to Mr. James L. Tighe, Engineer, who made a report in writing on September 11, 1931 on file with this case. On recommendation of the Engineer, said plan and specifications were duly approved on September 23, 1931.

The County Commissioners have inspected the work during its progress and also employed Mr. James L. Tighe, Engineer, to inspect and superintend the construction and to make a final report on the construction of the dam. The Engineer has made a final report in writing to the Board of County Commissioners on December 29, 1931 which is on file with this case and it appearing that said plan and specifications have been adhered to, it is ordered that same be recorded.

December 30, 1931
Springfield,
Massachusetts.

Edward J. Stapleton)
Charles W. Bray) County
Thos. J. Costello) Commissioners
of the County
of Hampden.

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TO THE COUNTY COMMISSIONERS OF THE COUNTY OF HAMPDEN:

RESPECTFULLY REPRESENT your petitioners, each being an inhabitant of the Town of Russell, that common convenience and necessity require the lay out, location, relocation, alteration, widening, construction, and specific repairs of a highway from a point 107.5 feet Southwesterly from a stone monument on the Blandford-Russell Town line near Cobble Mt. Dam; Southerly across the top of said Cobble Mt. Dam to a point on the Granville-Russell Town line 56.5 feet in a Northwest direction from a monument marking the above town line.

WHEREFORE your petitioners pray that you will, after due notice, view, and hearing, proceed to lay out, locate, relocate, alter, widen, and construct, and make specific repairs of a highway as above represented.

DATED this 17th day of October, 1931.

E. D. Parks

A. H. Moltenbrey

C. E. Wyman

The foregoing petition was entered on the 23rd day of October 1931, and due proceedings having been had thereon, on the 2nd day of March 1932, said Commissioners file the following Location Report, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 2, 1932

On the petition of Inhabitants of the Town of Russell praying for a highway to be laid out, located, relocated, altered, widened, constructed and specific repairs made thereon in Russell. It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said County Commissioners did, on the eighteenth day of November, A. D. 1931, view said highway, and hear all parties interested, and did adjudge that common convenience and necessity required that said highway should be laid out, located and constructed.

And at the time of said view, no person interested having objected, after adjudicating as aforesaid, said Commissioners now layout, locate and order constructed said highway in the manner following:

Description of Alignment for taking
strip 49.5 feet wide.

Starting at a point on the Russell-Blandford Town Line a distance of 107.5' in a south west direction from a monument marking the town line, thence to the left along a curve of radius 249.1' for a distance of 146.1', thence to the right along a curve of radius 170.2' for a distance of 180.8', thence S. 22-05 E a distance of 710.0', thence to the right along a curve of radius 96.5' for a distance of 113.0', thence S 45 - 00 W for a distance of 224.4', thence to the left along a curve of radius 187.9' for a distance of 141.0', thence to the left along a curve of radius 933.2' for a distance of 260.6', thence S 14-00 E for a distance of 17.3' to a point on the Russell-Granville Town Line,

Dec. meeting 1931

Russell, Inhabitants of the Town of, Betr. for layout, location, relocation, alteration, widening, construction and specific repairs of a highway from a point 107.5 ft southwesterly from a stone monument on Blandford-Russell Town line near Cobble Mt. Dam; southerly across the top of said Cobble Mt. Dam to a point on Granville-Russell Town line 56.5 ft. in a northwest direction from a monument marking the above town line.

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Plan in Book 10,
Page 6.

which point is 58.8' in a North-West direction from a monument marking the above town line.

The layout above described is indicated on a plan prepared by the City of Springfield, Water Department, on file in the Hampden County Registry of Deeds and Clerk of Courts' Office, and marked as follows:

PLAN AND PROFILE
The Section In The Town of Russell
of
THE NEW HIGHWAY
Between Blandford and Granville
Nov. 23, 1931. Scales as Shown
No. 7512

AND the following described parcel of land is taken in fee simple for purposes of said highway by right of eminent domain under Chapter 79 of the General Laws and all acts in amendment thereof and in addition thereto.

FROM CITY OF SPRINGFIELD. Starting at a point on the Russell-Blandford Town Line a distance of 107.5' in a south west direction from a monument marking the town line, thence to the left along a curve of radius 249.1' for a distance of 146.1', thence to the right along a curve of radius 170.2' for a distance of 180.8', thence S 22-05 E a distance of 710.0', thence to the right along a curve of radius 96.5' for a distance of 113.0', thence S 45 - 00 W for a distance of 224.4', thence to the left along a curve of radius 187.9' for a distance of 141.0', thence to the left along a curve of radius 933.2' for a distance of 260.6', thence S 14-00 E for a distance of 17.3' to a point on the Russell-Granville Town Line, which point is 58.8' in a North-West direction from a monument marking the above town line.

And the owners of the land, over which said highway is thus laid out, are allowed until the first day of July next, to remove therefrom their buildings, wood, timber or trees. And said Commissioners having heard the proprietors of said lands, by themselves, or their agents, on the subject of damages, by them sustained by reason of laying out said highway, have estimated the same as follows, to wit:

TO

City of Springfield \$1.00

To be paid to them when the land over which the highway is located shall have been entered upon and possession taken for the purpose of constructing said highway.

And it is ordered by said Commissioners work shall be completed on or before the first day of October, 1932.

It is ordered that the work be done in accordance with said plans and description, and that if any special or unusual damage is done to the surface of the road by the City of Springfield in its construction work, same shall be repaired and the road placed in good condition by the City of Springfield.

By agreement between the Town of Russell and the City of Springfield as communicated by both parties to the County Commissioners and with the approval of the Commissioners, the work of building said way shall be done by the City of Springfield, and it is ordered that the

expense of building said way shall be borne and paid for by the City of Springfield, and that the said City pay to any party from whom land is taken or who is otherwise damaged in the building of said way, the amount of such damage as may be finally ascertained.

The whole shall be done in a workmanlike manner, to the acceptance of said Commissioners.

Charles W. Bray } County
Thos. J. Costello } Commissioners.
Hormisdas Boucher } Assoc. Commissioner

HAMPDEN, ss. County Commissioners' Meeting March 2, A.D. 1932

The foregoing report is filed and accepted, and thereupon it is ordered that the same be recorded; that the said road may be known as a public highway forever.

Attest: Charles M. Calhoun, Clerk.

TO THE COUNTY COMMISSIONERS FOR THE COUNTY OF HAMPDEN, MASSACHUSETTS:

Respectfully represent the Mayor and the Board of Aldermen of the City of Springfield, in said County,

That by resolution passed by the City Council of said City of Springfield and approved by the Mayor of said City on the nineteenth day of October, 1931, said City Council resolved that common convenience and necessity require that Parker Street, an existing highway in said City of Springfield, be relocated from Boston Road and extending southeasterly to Wilbraham Road, a distance of ninety-five hundred feet, more or less; that said Parker Street be altered in its course and width from Boston Road southeasterly to Wilbraham Road; and that specific repairs be made in said Parker Street by grading, resurfacing or hardening and otherwise repairing said Parker Street, as may be necessary, from Boston Road southeasterly to Wilbraham Road;

And, that by an order passed by said City Council and approved by the Mayor of said City of Springfield on the nineteenth day of October, 1931, said City Council authorized and empowered the Mayor and Board of Aldermen of said City to make application by petition in writing to the County Commissioners for the County of Hampden, in the name and on behalf of said City of Springfield, for the relocation of said Parker Street, from Boston Road and extending southeasterly to Wilbraham Road, a distance of ninety-five hundred feet, more or less, and for the alteration of said Parker Street in its course and width from Boston Road southeasterly to Wilbraham Road; and for specific repairs to be made in said Parker Street by grading, resurfacing or hardening and otherwise repairing said Parker Street, as may be necessary, from Boston Road southeasterly to Wilbraham Road;

WHEREFORE, the undersigned, the Mayor and the Board of Aldermen of said City of Springfield, hereby respectfully make application to your Honorable Board, in accordance with law, and petition that your Honorable Board, after public notice, view and hearing, make such relocation of Parker Street, an existing highway in the City of Springfield from Boston Road and extending southeasterly to Wilbraham Road,

Springfield, Mayor & Members of the Board of Aldermen, Petrs. for relocation of Parker St. from Boston Rd. and extending southeasterly to Wilbraham Rd., a distance of 9500 ft. more or less, alterations and specific repairs, and for aid.

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SEE #52, PAGE 82.

Dec. meeting 1931

a distance of ninety-five hundred feet, more or less, and make such alteration in said Parker Street in its course and width from Boston Road southeasterly to Wilbraham Road; and determine and specify such specific repairs and order them to be made in said Parker Street by grading, resurfacing, or hardening, and otherwise repairing said Parker Street, as may be necessary, from Boston Road southeasterly to Wilbraham Road; and pray that said County of Hampden contribute to the expense of said relocating, alteration, repairs and improvements in conjunction with such appropriations of money as may be made for said purpose by the Commonwealth of Massachusetts and the City of Springfield.

Dated this twentieth day of November, 1931.

Dwight R. Winter
Mayor

Henry A. Booth
Richard C. Streeter
Carl L. Stebbins
Henry Martens

Walter J. Kenefick
Arthur W. Brown
Vernon D. Odette
Henry E. Churchill

Members of the Board of Aldermen

C I T Y O F S P R I N G F I E L D

In Board of Aldermen, October 19, 1931

RESOLVED, if the Common Council concur, that common convenience and necessity require that Parker Street, an existing highway in the City of Springfield, be relocated from Boston Road and extending southeasterly to Wilbraham Road, a distance of ninety-five hundred (9500) feet more or less; that said Parker Street be altered in its course and width from Boston Road southeasterly to Wilbraham Road; and that specific repairs be made in said Parker Street by grading, resurfacing or hardening and otherwise repairing said Parker Street as may be necessary from Boston Road southeasterly to Wilbraham Road.

Board of Aldermen, Oct 19 1931
Read, passed and sent down for
concurrence. Clifford F. Smith
Clerk

Common Council, Oct 19 1931
Read and concurred
Geo J Clark, Clerk

Presented to the Mayor for approval Oct 19 1931

Clifford F. Smith, City Clerk

Mayor's Office, Springfield, Mass., Oct 19 1931

Approved, DWIGHT R WINTER, Mayor

A true copy.

Attest:

Clifford F. Smith, City Clerk.

(Seal)

C I T Y O F S P R I N G F I E L D

In Board of Aldermen, October 19, 1931.

Ordered, if the Common Council concur, that the Mayor and the Board of Aldermen be, and they hereby are, authorized and empowered in the name and on behalf of the City of Springfield to make application, by petition in writing, to the County Commissioners for the County of Hampden, for the relocation of Parker Street, an existing highway in the City of Springfield, from Boston Road and extending southeasterly to Wilbraham Road a distance of ninety-five hundred (9500) feet more

or less, and for the alteration of said Parker Street in its course and width from Boston Road southeasterly to Wilbraham Road; and for specific repairs to be made in said Parker Street by grading, resurfacing or hardening and otherwise repairing said Parker Street as may be necessary from Boston Road southeasterly to Wilbraham Road; and further, that they petition said County Commissioners that said County of Hampden contribute to the expense of repairing and improving said Parker Street from Boston Road southeasterly to Wilbraham Road.

Board of Aldermen, Oct 19, 1931
Read, passed and sent down for
concurrence, Clifford F. Smith
Clerk

Common Council, Oct 19, 1931
Read and concurred
Geo J Clark, Clerk

Presented to the Mayor for approval Oct 19 1931

Clifford F. Smith, City Clerk
Mayor's Office, Springfield, Mass. Oct 19 1931

Approved, SWIGHT R. WINTER, Mayor

A true copy.

Attest: Clifford F. Smith, City Clerk. (Seal)

The foregoing petition was entered on the 27th day of November 1931, and due proceedings having been had thereon, on the 9th day of March 1932, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting March 9, 1932

On the petition of the Mayor and Members of the Board of Aldermen of the City of Springfield for relocation of Parker Street from Boston Road and extending southeasterly to Wilbraham Road, a distance of 9500 feet more or less, alterations and specific repairs, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-seventh day of January, A. D. 1932, view said highway and hear all parties interested and did adjudge that specific repairs should be made. At the time of said view and hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on Parker Street, to grade, surface with bituminous macadam and otherwise improve about 9,500 feet of the road in Springfield leading from the Boston Road to the Wilbraham Road, the work to begin at Boston Road, station 0, and extend in a southerly direction to station 95, these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the City of Springfield a sum not to exceed THIRTY-FIVE THOUSAND DOLLARS (\$35,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the City of Springfield.

Edward J. Stapleton) County
Charles W. Bray) Commissioners
Hormisdas Boucher) of the County
Associate of Hampden.
Commissioner.

Chester, Selectmen of the Town of, Petrs. for widening, resurfacing filling and other repairs deemed necessary on Chester Hill Rd. beginning at sta. 40 to sta. 50, approx. 1000 ft. and for aid.

To the County Commissioners of the County of Hampden.

Respectfully represent the undersigned Selectmen of the Town of Chester, in said County, that common convenience and necessity require that the highway leading from Huntington to Middlefield in the Town of Chester and known as Chester Hill Road, be widened, resurfaced and filling and other repairs as may deemed necessary. The work to begin at station 40 and to extend to station 50 which is approximately 1000 feet.

Whereof your petitioners pray that your Honorable Board after notice, View and Hearing, may order such repairs, and that said County contribute to the expense of such repairs together with an appropriation from the State.

John E. Cooney
Thomas Rose
Leon J. Kelso
Selectmen of Chester

The foregoing petition was entered on the 30th day of November 1931, and due proceedings having been had thereon, on the 23rd day of December, 1931, said Commissioners file the following Final Decree, to wit:

COMMONWEALTH OF MASSACHUSETTS

Hampden, ss: County Commissioners' Meeting December 23, 1931

On the petition of the Selectmen of the Town of Chester for widening, resurfacing, filling and other repairs deemed necessary on Chester Hill Road beginning at station 40 and going to station 50, approximately 1,000 feet, and for aid.

It appearing that all persons and corporations interested therein had been duly notified of the time and place of meeting, the said Commissioners did on the twenty-third day of December, A. D. 1931, hear all parties interested and did adjudge that specific repairs should be made. At the time of said hearing no person interested having objected after adjudicating as aforesaid, said Commissioners order the following repairs made on road in Chester leading from Huntington to Middlefield, and being known as the Chester Hill Road, to grade, surface with gravel and otherwise improve about 1,200 feet, the work to begin at the end of the section of said road recently improved, station 40, and extend in a north-westerly direction to station 52; these repairs to be made according to specifications set forth in agreement of the Department of Public Works-Division of Highways, on file with this case.

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These repairs to be made and completed to the satisfaction of the County Commissioners and the County of Hampden shall pay to the County of Chester a sum not to exceed ONE THOUSAND DOLLARS (\$1,000.) towards the repairing of this highway.

All damages sustained by any person by reason of said repairs on this road, shall be paid by the Town of Chester.

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
)of the County
)of Hampden.

December 22, 1931

Ordered, County Treasurer authorized and directed to pay sum of \$357.32 to Town of Holland on acct. of County's proportion of cost of work done on Mashapaug Road.

Orders

Ordered, that the sum of \$1,200. be paid from County Treasury to Town of Monson for work done on Silver Street.

Ordered, that the sum of \$406.30 be paid from County Treasury to Town of Palmer for work done on Three Rivers Road. Pet. No. 79-1930.

December 30, 1931

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

December 29, 1931

The Hon. The Board of County Commissioners,
Hampden County
Court House, Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The laying of the rip-rap on the faces of the cobble mountain dam is being continued and at one point on the upstream face it is laid to the top of the dam. There are about 16000 cubic yards more to be laid before the work is completed.

The level of the storage or pondage being formed behind the dam is now at elevation 807 and seventy feet above the toe of the dam. The pondage has raised six feet in the past two weeks and shows a storage of 630 millions of gallons or almost one-thirtieth of the total storage capacity at the level of the spillway.

While the roadway over the top of the dam has not as yet been surfaced it is in a passable condition and used more or less now by automobile traffic.

Respectfully submitted,
James L. Tighe

December 30, 1931

Ordered, that the sum of \$1,000. be paid from County Treasury to Town of Chester for work done on Chester Hill Road.

Order

January 6, 1932

Voted, to appoint Henry W. Ely of Westfield, as Attorney for the Hampden County Commissioners for the year 1932, and he is hereby appointed.

Appointment of Henry W. Ely, Attorney for Commissioners

Dec. meeting 1931

Appointment of
Dr. J. H. Lussier,
Physician at
Training School

January 6, 1932

Voted, to appoint Dr. Joseph H. Lussier of Springfield, Mass., as Physician for the boys at the Hampden County Training School for the year 1932, and he is hereby appointed.

Appointment of
Wm. T. Keefe,
Dog Officer

Voted, to appoint William T. Keefe of Westfield, Hampden County, Mass., as Dog Officer for the County of Hampden, for the year 1932, and he is hereby appointed.

Ordered to pay
rental money to
certain towns and
cities for H C
M Bridge

Ordered, County Treasurer authorized and directed to pay \$10,970.13 received as rentals from Springfield Street Railway Co., and New England Tel & Tel Co. under contracts with County of Hampden with reference to Hampden County Memorial Bridge, to certain cities, towns and county.

Hampden, ss:

COMMONWEALTH OF MASSACHUSETTS
County Commissioners' Meeting January 6, 1932

ORDERED: That John J. Murphy, County Treasurer, be authorized and he is hereby directed to pay the sum of TEN THOUSAND NINE HUNDRED SEVENTY DOLLARS AND THIRTEEN CENTS (\$10,970.13) received as rentals from the Springfield Street Railway Company and the New England Telephone and Telegraph Co. under their contract with the County of Hampden with reference to the use of the Hampden County Memorial Bridge, so called, by said companies to the following:

City of Springfield	51%	\$5,594.82
County of Hampden	31%	3,400.71
Town of West Springfield	12%	1,316.40
City of Holyoke	3%	329.10
City of Westfield	2%	219.40
Town of Agawam	1%	109.70
		<u>\$10,970.13</u>

Edward J. Stapleton)
Charles W. Bray)County
Thos. J. Costello)Commissioners
of the County
of Hampden.

Order

January 6, 1932

Ordered, County Treasurer authorized and directed to pay sum of \$3,190.92 to Boston and Maine R. R. which is final payment of work done on the rebuilding of McKinstry Avenue Bridge in Chicopee in accordance with decree (County Comms) and agreement, both filed Sept. 28, 1931.

Order to Transfer

Order to Transfer (6)

Edward J. Stapleton
chosen Chairman of
Commissioners

January 13, 1932

Edward J. Stapleton, Esquire, of Holyoke, chosen by ballot, Chairman, for ensuing year.

Report on Cobble
Mountain Dam.

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

January 12, 1932

The Hon. The Board of County Commissioners
Hampden County
Court House, Springfield, Mass.

Edward J. Stapleton, Chairman:

Dear Sir:

Within the past two weeks there were about 8000 cubic yards of rip-rap laid on the faces of the Cobble Mt. dam and as there are only 8000 cubic yards more to lay it is expected the whole of the work will

be completed by Feb. 1st next.

The surface of the reservoir behind the dam, is now at elevation 816. This shows a storage of 920 millions of gallons which indicates an increase of 290 millions of gallons in the past two weeks. At the toe of the dam the depth of the reservoir is 79 feet and the area covered by the storage is 110 acres.

While not officially open to travel the roadway over the top of the dam is being used by the public and the U. S. mail is now being carried over it daily.

Respectfully submitted,
James L. Tighe

January 19, 1932 Ordered, apportionment of expenses of maintenance of Hampshire County Sanatorium upon the towns and one city in Hampden County.

Hampshire
County
Sanatorium

Hampden, ss. County Commissioners' Meeting January 19, 1932

ORDERED that the expenses of maintenance of Hampshire County Sanatorium under the provisions of a contract between the County of Hampden and County of Hampshire and under the provisions of General Laws, Chapter 111, Section 85, as amended by the Acts of 1923, Chapter 113, Sections 1 and 2, and the Acts of 1929 Chapter 184, be apportioned upon the following towns and one city in the County of Hampden and in the amounts set forth, to wit:-

Agawam	\$1,776.41
Blandford	209.81
Brimfield	279.75
Chester	335.70
East Longmeadow	727.35
Granville	153.86
Hampden	139.87
Holland	41.96
Longmeadow	1,888.30
Ludlow	2,056.14
Monson	811.27
Montgomery	55.95
Palmer	2,447.79
Russell	881.21
Southwick	377.66
Tolland	69.93
Wales	97.91
West Springfield	5,692.89
Westfield	4,713.78
Wilbraham	699.35
TOTAL	23,456.89

Said amount so apportioned on said towns and one city to be paid to the County Treasurer on or before March 1, 1932.

Edward J. Stapleton) :County
Charles W. Bray)Commissioners
Thos. J. Costello)of the County
)of Hampden.

January 19, 1932 COUNTY ESTIMATE

County Estimate

January 27, 1932 Ordered, County Treasurer authorized and directed to pay sum of \$23,456.89 to County of Hampshire on Tuberculosis Hospital Account which is assessment for the year 1931.

Tuberculosis Hosp.
Account

Dec. meeting 1931

Report on Cobble
Mountain Dam

January 27, 1932

Report of James L. Tighe on Cobble Mountain Dam.

January 26, 1932

The Hon. the Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman;

Dear Sir:

It is of interest to know that the construction of the cobble mountain dam, the highest earthen structure in the world, is practically finished since there are only a few cubic yards more of stone rip-rap to be laid to complete the work.

The dam as constructed is 80 feet in length at its base, 710 feet in length along its top, 1510 feet in width between its toes and 238 feet in height above the streambed.

It contains roughly 1,800,000 cubic yards of material of which 400,000 are rock-fill placed in the toes and as rip-rap on the slopes, likewise 5000 cubic yards of cement concrete in the cutoff walls and in the down stream toe wall.

In the digging of the spillway and spillway channel which is 1100 feet in length 56000 cubic yards of ledge were removed and the maximum cut ran to a depth of 56 feet.

Due to the rainfall and high runoff, which occurred within the past two weeks, the storage behind the dam rose 16 feet to elevation 844. This elevation is 14 feet higher than the invert of the pressure tunnel at its head or portal consequently making it possible to discharge water through the tunnel and start the power plant located 7000 feet below the dam.

At elevation 844 the capacity of the storage is 2300 millions of gallons or about one ninth the total capacity of the reservoir at the crest of the spillway. The storage now covers 200 acres and its depth at the toe of the dam is 107 feet.

Respectfully submitted,

James L. Tighe

Orders

February 3, 1932

Ordered, County Treasurer authorized and directed to pay \$3,294.20 to Town of Blandford on acct. of County's proportion of cost of work done on Otis Road. Case No. 48-1931.

Ordered, County Treasurer authorized and directed to pay \$125.97 to Town of Holland on acct of County's proportion of cost of work done on Mashapaug Road. Case No. 76-1931.

Ordered, that the sum of \$1,000. which is balance of County's proportion of cost of work done on Jarvis Avenue, Homestead Avenue and Cherry Street be paid to the City of Holyoke, from County Treasury. Case No. 50-1931.

ANNUAL REPORT

February 6, 1932

Annual Report. All votes and decisions of the County Commissioners during the calendar year 1931 were unanimous.

Dec. meeting 1931

February 9, 1932

Ordered, County Treasurer authorized to borrow an amount not exceeding \$650,000. under General Laws, Chapter 35 Section 37 and Acts amendatory thereof and in addition thereto in anticipation of County Taxes.

Ordered to borrow money for County Taxes.

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

February 6, 1932.

The Hon. the Board of County Commissioners,
Hampden County,
Court House, Springfield, Mass.

Edward J. Stapleton, Chairman;

Dear Sir:

I beg to report that the construction of the cobble mountain dam was officially completed, so to speak, by the contractor on January 30th last. Since then all the machinery, tools and apparatus used in the doing of the work are being removed.

The level of the water in the reservoir is at elevation 852. This shows it to be 22 feet above the bottom or invert of the pressure tunnel and 93 feet below the crest of the spillway. At this level the depth of the water at the toe of the dam is 115 feet and the storage 2840 millions of gallons or about one-seventh of the full capacity of the reservoir at the crest of the spillway.

It might be of interest to know that the largest number of men daily employed in any month since starting the construction of the dam was in August last when the number was 363.

Respectfully submitted,

James L. Tighe

February 17, 1932

Ordered, that the sum of \$98.42 which is balance of County's proportion of cost of work done on Forest Lake Road be paid from County Treasury to Town of Palmer. Case No. 51-1931.

Order

Voted, to award County of Hampden Notes #415 to #422 inclusive, dated 2/18/32, due 11/8/32, aggregating \$100,000. to Day Trust Company of Boston, at 5.74 percent discount.

Voted to award Notes

February 24, 1932

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

Report on Cobble Mountain Dam.

February 23, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman;

Dear Sir:

The level of the water in the cobble mountain reservoir is at elevation 857.50. This shows a depth of water at the toe of the dam of 120 1/2 feet and a storage of 3,284 millions of gallons or about one-sixth of the total storage at the flow line or crest of the spillway. The area covered by the water is 230 acres or in round numbers about one-quarter the area of the basin at the flow line.

Dec. meeting 1931

All the tools and paraphernalia used in the construction have been removed from the site of the works and the camps in which the employees of the contractor were housed are being taken down.

Respectfully submitted,

James L. Tighe

Order

March 9, 1932

Ordered, that the sum of \$115.65 which is balance of County's proportion of cost of work done on Blandford-Otis Road, be paid from County Treasury to Town of Blandford. Case No. 48-1931.

Report on Cobble Mountain Dam.

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

March 8, 1932

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The cobble mountain reservoir is at elevation 860 which shows that the water at the toe of the dam is 123 feet in depth and 85 feet below the crest of the spillway.

The storage impounded is approximately 3500 millions of gallons or a little over one-sixth of the total capacity of the reservoir at the flow line.

As can be seen the reservoir is not likely to fill this year nor is it likely to fill even to half its capacity unless the remainder of the year has an unusually high rainfall and runoff.

Respectfully submitted,

James L. Tighe

Report on Cobble Mountain Dam.

March 23, 1932

Report of James L. Tighe, Engineer, on Cobble Mountain Dam.

March 22, 1932.

The Hon. The Board of County Commissioners,
Hampden County, Court House,
Springfield, Massachusetts.

Edward J. Stapleton, Chairman:

Dear Sir:

The cobble mountain reservoir is at elevation 863 which shows that it has risen 3 feet in the past two weeks and increased in capacity about 300 millions of gallons.

The reservoir at the toe of the dam is now 126 feet in depth and 82 feet below the crest of the spillway.

The impounded water is 3770 million of gallons or about 19 per cent of the total storage at the flow line or crest of the spillway.

The area now covered by the water is approximately 270 acres or a little over one fourth the area of the reservoir at the flow line.

Respectfully submitted,

James L. Tighe

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		Dec. meeting 1931
March 23, 1932	Report of inspection of Jail and House of Correction by County Commissioners in accordance with General Laws Chapter 126 Section 1.	Inspection of Jail and House of Correction.
April 6, 1932	Report from James L. Tighe, Engineer, on Cobble Mountain Dam.	Report on Cobble Mountain Dam.
	April 5, 1932.	
	<p>The Hon. The Board of County Commissioners, Hampden County, Court House, Springfield, Massachusetts.</p> <p>Edward J. Stapleton, Chairman:</p> <p>Dear Sir:</p> <p>The water in the Cobble mountain reservoir is at elevation 880 having risen 17 feet in the past two weeks.</p> <p>In the same period the storage has increased from 3770 to 5600 millions of gallons or from 19% to 28% of the capacity of the reservoir at the flow line or crest of the spillway.</p> <p>The depth of the water at the toe of the dam is now 143 feet and the area covered by the storage is approximately 390 acres.</p> <p>It is possible but not probable that the reservoir will fill this year. In order to fill the run-off for the remainder of the year will, according to competations, have to equal at least the maximum run-off that occurred in the same period during the past 35 consecutive years. Even to half fill the run-off for the remainder of the year will have to equal at least the average.</p> <p>Respectfully submitted,</p> <p>James L. Tighe</p>	
April 6, 1932	Voted, to re-appoint Mrs. J. P. Kirby of Chicopee, Mass. a member of the Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1932 to April 1, 1935.	Re-appointment of Mrs. J.P. Kirby Trustee
	Voted, to re-appoint Mr. Charles W. Bray of Chicopee, Mass., a member of the Board of Trustees for County Aid to Agriculture. The term of office April 1, 1932 to April 1, 1935.	Re-appointment of Charles W. Bray Trustee
	Voted, to appoint Mr. William J. Howes of Holyoke, Mass., a member of Board of Trustees for County Aid to Agriculture. The term of office, April 1, 1932 to April 1, 1935.	Appointment of William J. Howes Trustee
		Damages Done By Dogs
		Land Damages

Dec. meeting 1931

Sundry Accounts

Sundry Accounts being presented, are allowed, and the same amounting
to the sum of

April 6, 1932

Hampden, ss:

Judgment is entered up according to reports etc. and all
matters not acted upon are ordered to be continued and this meeting
is adjourned without day.

Attest:

Clerk.

